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# Hongkong Daily Press.

ESTABLISHED 1857.

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No. 14,741

號壹十四 七千四萬一第

日五初月六年壹十三緒光

HONGKONG, FRIDAY, JULY 7TH, 1905.

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"SPECIAL BLEND" WHISKY  
A Blend  
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\$4.50 per Cask 375 lbs. net ex Factory.  
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Hongkong, 21st September, 1903. [222]

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THE HONGKONG ICE COMPANY, LTD.,  
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Storage available at East Point. Stores will  
be open at 10 A.M. and 4 P.M. daily, Sunday  
excepted to receive and deliver perishable goods.  
Wm. FARLANE, Manager.  
Hongkong, 18th November, 1901. [55]

DAVID CORSE & SON'S  
MERCHANT NAVY  
NAVY BOILED  
LONG FLAX  
RELIANCE CROWN  
TARPAULING  
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Dr. M. H. CHAUN.  
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From the University of Pennsylvania, U.S.A.  
Hongkong, 3rd June, 1904. [61]

AUTOMATIC MAUSER  
PISTOLS.  
CALIBRE 7.63 mm.  
With CHAMBER for 10 CARTRIDGES  
FIRING 10 SHOTS in 2 SECONDS.  
SIEMSEN & CO.,  
Hongkong, 3rd October, 1900. [32]

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WANTED to share a STEAM LAUNCH  
for Harbour Work. Please state  
terms, &c., by letter to "HARBOUR."  
Care of Daily Press Office.  
Hongkong, 29th June, 1905. [1556]

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THE HONGKONG STEAM WATER  
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ANY QUANTITY of PURE FRESH  
WATER to the Shipping, both for Deck and  
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Call Flag W.  
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Hongkong, 14th June, 1905. [1433]

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Hongkong, 17th January, 1905. [101]

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15, QUEEN'S ROAD CENTRAL. [a37]

Hongkong, 4th July, 1905.

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Hongkong, 15th August, 1904. [a39]

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CURE INDIGESTION AND ALL STOMACH AND  
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Gentlemen: I have used Dr. MORSE'S INDIAN ROOT PILLS for a case of dyspepsia  
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Very truly,  
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AERATED WATER MANUFACTURERS.  
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have entered into a contract with a leading Maker to supply them with such an instrument.  
THE PIANO HAS BEEN SPECIALLY MADE TO WITHSTAND THIS  
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First shipment has now arrived in Ebenized, Mahogany, Dark Oak and Fumed Oak cases.  
PRICES \$390 \$425 \$450

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Try HAIG & HAIG'S WHISKIES; pure, mellow matured, non-smoky, delicate flavour  
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ALL NEW GOODS IN STOCK.

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Hongkong, 27th May, 1905. [a1299]

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Hongkong, 20th June, 1905. [1478]

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CHAMPAGNE GROWERS AND  
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Ship only the Finest Quality  
Extra Dry (Green Seal)  
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Hongkong, 17th May, 1905. [1221]

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131 Bedrooms.  
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Private Bar and Billiard Rooms for Hotel  
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Hydraulic Lifts to each Floor.  
Electric Lighting and Fans.  
Every Comfort.  
Ladies' Afternoon Tea Rooms.  
Ladies' Cloak Rooms.  
Matron in attendance.  
CHARGES MODERATE, AND NO EXTRAS.  
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Ladies' Afternoon Tea-Rooms.  
Private Bar and Billiard Rooms.  
Hot and Cold Water throughout.  
Electrically Lighted. Electric Fans (if  
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Electric Passenger Elevator to each floor.  
Table D'Hôte at separate tables.  
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Hongkong, 10th June 1902. [a1891]

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Hydraulic Elevator, hot and cold water  
throughout.  
Special Rates for Tourists.  
Launch Service for Guests.  
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Hongkong, 31st October, 1902. [a48]

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No. 8 & 10, ICE HOUSE ROAD.  
THESE premises, formerly known as the  
Club Entrance and the Waverley Hotel  
have been thoroughly renovated and furnished  
in an excellent style as Private Family Hotels.  
Cool Rooms, Comfort of Residents, and the  
Cuisine a specialty.  
Apply to—  
THE MANAGER.  
Hongkong, 7th October, 1904. [a34]

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(HOTEL-ANTARIUM OF SOUTH  
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MACAO

HAS been re-opened under European  
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as to food, cleanliness, and hygiene of the place.  
All comforts of a home.  
A most pleasant retreat for those desirous of  
a few days rest and quiet.  
Comfortable accommodation for travellers  
paying a visit to the historical and picturesque  
colony of Macao.  
Macao is 40 miles south-west of Hongkong  
One steamer (s.s. Hengshan), daily to and  
from Hongkong, and two steamers to and from  
Canton, give easy communication with both  
these centres.  
Cable Address—"BOA VISTA."  
For Terms, apply  
[a241] THE MANAGER.

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On the British Concession.

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In the Centre of the Praya Grande.

Both Hotels under experienced European  
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Every Comfort and Convenience for Residents  
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WM. FAIRMER,  
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Begs to announce that he has opened an  
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SHORTHAND and TYPEWRITING work.  
All work will be executed promptly at Moderate  
Charges.  
A Class for instruction in PITMAN'S  
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Individual tuition by arrangement.  
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Hongkong, 1st July, 1905. [1576]



## INTIMATION



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A RELIABLE AND EFFICACIOUS REMEDY.  
Immediately relieves the irritation.

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FOR THE BATH, TOILET AND HOUSEHOLD.  
Promotes a healthy action of the skin, counteracts all effects of perspiration, and is as refreshing and invigorating to the system as a Turkish Bath.

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RECOMMENDED BY THE MEDICAL PROFESSION.

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Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication, but as evidence of good faith.  
All letters for publication should be written on one side of the paper only.  
No anonymous signed communications as that have already appeared in other papers will be inserted.  
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P.O. Box, 38. Telephone No. 12

## BIRTHS

On 8th June, at Newchwang, the wife of A. O. WATSON, of a son.  
On 24th June, at Tachow, to Dr. S. W. and Mrs. BARNETT, C.M.S., a son.  
On 26th June, at Shanghai, the wife of A. SANDER, of a son.

## DEATHS

On 10th June, at Newchwang, MARY ANN INA, daughter of Mr. and Mrs. A. O. WATSON.  
On 13th June, at Chungking, GEORGE JOHN COLWELL (late J. M. Customs, Chungking), aged 38 years.

HONGKONG OFFICE: 14, DES VUEX ROAD, CL  
CANTON OFFICE: 131, FLEET STREET, F.O.

**The Daily Press.**

HONGKONG, JULY 7TH, 1905.

It seems plain to some people that Germany is itching to act the part over again that was played by Russia with regard to Japan

in 1895, and that this is the true cause of her effusive desire for peace. We have had a very distinct enunciation by the British Foreign Office of its opinion that in view of the successes in the war hitherto gained, Japan is entitled to name the conditions, on which she is willing to enter into peace negotiations with Russia. What are likely to be the conditions are not at the present time disclosed, but Japan from the first has been consistent in stating that they will include the absolute retirement of Russia from Manchuria, and should she persevere in striving to maintain her position by force of arms, that the total expense of the war will have to be repaid to Japan. The principle is that neither Russia nor Japan should obtain at the expense of China any territorial advancement, and that, so far as the outer world is concerned, affairs should be as nearly as possible restored to the position in which they stood before the war. This palpably covers the whole of the interest of any outside Power in the war. Neither Germany nor any other Power has any concern with the arrangements which the successful Power may deem

fit to impose on the other, provided that no infringement of the received practices of International Law be attempted.

Without any pretence at "exclusive" information, we have been able to gather from influential sources some of the opinions prevalent in official circles as to the conditions likely to be put forward. These of course divide themselves into two categories; one of public international concern, the other the private demands of Japan, as between herself and Russia. The chief of the stipulations under the former heading, of course, refer to the evacuation of Manchuria. No party in Japan seeks territorial advancement in this direction, and the wish is very general that China will be prepared

to take full possession of the territory as it existed before the events of 1900, and unhampered by any stipulations as to the presence of a Russian force. Under such conditions Dalny, Newchwang and some other stations would be opened as Treaty Ports to the world at large, no special privileges being claimed for Japan. With regard to Port Arthur, opinions vary between retention and immediate surrender, but probably the consensus of opinion is in favour of retention till China has shown her complete ability to administer the entire territory, in her military as well as civil capacity. Other demands in which the outer world may have some concern, include the entire withdrawal for a term of years from Asiatic waters of a Russian war fleet, beyond what may be actually necessary to guard her home-fide mercantile interests. The immediate surrender of Vladivostok as a guarantee of good faith, before commencing negotiations, will also probably form one of the stipulations.

With regard to the private demands of Japan, in which the world at large is only interested so long as they conform with general International Law, it is certain that Japan will demand, and insist upon, a substantial indemnity for the enormous cost, both in money and blood, of a war forced on her by direct aggression.

Most well-informed circles say that the probable amount demanded will amount in round figures to a hundred millions sterling. Except as an appeal *ad misericordiam*, foreign Powers have no ground here for interference. Another demand in which foreign concern is an absolute minimum, is the retrocession of Saghalien. Some twenty years ago it was understood that a settlement had been arrived at by which Russia was to occupy the northern, and Japan the southern half of the island. Under pressure, Russia subsequently forced on Japan the useless, to her group of the Aleutian Islands, and took possession of the whole of Saghalien. Japan has never willingly acquiesced in this position, and has always expressed her intention of reclaiming the island at the first convenient opportunity. Since the capture of Port Arthur and the defeat of the Russian army before Moukden have set free a considerable force of the Japanese army, Japan has been concentrating her strength for an attack on Vladivostok, feeling that as long as Russia continued in possession of this formidable stronghold there would always be the temptation to engage again in an aggressive policy. A few weeks ago a piece of information was permitted to transpire, that Japan was intending to occupy Saghalien as a base for further operations against Vladivostok. There is nothing inherently improbable from a military point of view in the scheme, and it is likely that the occupation has been, at least in part, accomplished.

Saghalien is known to be rich in coal, and probably in other minerals. We know little of the products of the soil, but they are apparently not inferior to those of other countries under the same latitude. Some quarter of a century ago, Saghalien was not altogether unknown in the mercantile world. Some cargoes of coal from Doudi di, at all events, find their way to the China coast, where they met with a ready sale. Since the Russian occupation it has been made use of only as a prison for criminals thought in Russia too bad for Siberia; and has been practically closed to the world, and the unsavoury conditions of Siberian prisons been repeated there, with surroundings more unsavoury still. There is no doubt that the world at large would be benefited by its transfer to Japan.

There yet remains what from an external point of view may be regarded as the most important of all; and that is the position of the coast province of Eastern Manchuria, known since its Russian occupation as Primorsk. Here Russia is in the position of the unjust steward who had wasted his goods. Situated on the east coast of Asia, as Canada in the corresponding position in America, it is now forty four years since, by an act of

unexampled falsehood and treachery, it fell into its present hands. What has Russia since done to atone for her part in the transaction? It may be said, Absolutely Nothing. Yet Eastern Manchuria is one of the finest and fairest provinces on the earth. When she took possession, it was practically uninhabited. Originally it had been an appanage of the Manchu people, whose chief now occupies the throne of China. In the conquest of China, the Manchus had literally exhausted themselves, and to hold their new possessions they found it necessary to remove their old subjects in mass to garrison the chief towns. Eastern Manchuria fared even worse than the western districts, and with the exception of a few hunters, the fertile soil of the sea-coast province was absolutely unpeopled. In 1876 the Civil Governor, a German from the Baltic provinces, proposed the introduction of agricultural colonists, but his views were openly ridiculed by his subordinates, and met with no favour at St. Petersburg. At all events he was almost immediately recalled; and from that day to this the state of affairs has gone from bad to worse. The only use made by Russia of this rich country, which in civilised hands would long ago have been the gem of the western Pacific, has been to build the grim fortress of Vladivostok. For defensive purposes, as there were absolutely no possible enemies to attack Russia, the fortress was needless, and stood self-condemned; its only use has been from time to time to shelter a fleet, always sent to the East for aggressive ends. With Vladivostok and the coast, is connected the kindred subject of the navigation of the Amur, and a party amongst the Japanese have been urging that the opening of the Amur, and the cession of the coast, should be made one of the demands of the Japanese. However utilitarian from a world-point of view would be these measures, it can hardly be said that at the moment Japan is in a position to enforce them; and certainly the outside Powers have not yet awakened to a full comprehension of the important interests involved. In both instances Russia has misused her stewardship; and the time for retribution will assuredly come. It is not yet, however, arrived, and we believe the far-seeing counsellors who guide the affairs of Japan have consistently declined to urge any demands not the direct sequence of Russia's enlarged pretensions since 1900.

The 219th plagues was recorded yesterday. Four new members for the Hongkong Police Force arrived from England yesterday by the ss. Derbyshire.

The net profits of the Kawasaki Shipbuilding Co., at Kobe, for the past half year amounted to Yen 237,636.89.

The Committee of the Tung Wah Hospital have received for the year ending June, 1905, His Excellency Sir Matthew Nathan's annual subscription of \$200.

The British War Office last month asked for the names of Army Officers who can be recommended for a course of study of the Japanese language.

The latest English mail brought confirmation of the promotion of Vice-Admiral Sir G. H. U. Noel, K.C.B., K.C.M.G., in command of the China Squadron to Admiral.

Attention is invited to the announcement elsewhere made that His Excellency the Governor will receive callers to-day during the hours between 4.45 and 6.45 p.m.

The Russian prisoners-of-war now in Japan are estimated at 30,419, comprising 974 officers and 59,445 men, but exclusive of 7,281 Russians captured in the Battle of the Japan Sea.

Cheong Fat, the man arrested in connection with the Shaikwan murder, was charged before Mr. F. A. Haselund at the Police Court yesterday, when the case was remanded until the 13th instant.

The price of coal at Moji is still rising, notwithstanding the gradual increase in the coal stock there. The average prices at the Japanese port recently were Yen 55.32 per 100 piculs of lamp, Yen 49.62 for mixed, and Yen 43.18 for dust coal.

The members of the Kokumin Koryukai (the National Aid Association) and other leading men at Tokyo are endeavouring to convene a great national meeting at Tokyo, comprising as large as possible a number of people of all classes and occupations, with a view to ascertaining the desires of the nation as to the terms of peace.

A London restaurant proprietor is authority for the statement that the Russo-Japanese war has boomed the rice cake business. "We sell more rice than we ever did," he said, "and I account for it in the fact that people have been reading about the Japs' prowess in battle and the fact that rice forms an important part of their diet. Nothing catches so quickly as a health fad. In restaurants you can observe this every day. It used to be fish and wheat that were boomed, as supplying brains and brawn; but rice is giving them a hard run just now."

Chan Sham, former shroff at the Magistracy, appeared before Mr. F. A. Haselund at the Police Court yesterday afternoon to answer to the charges of embezzling \$1,000 and falsifying a book, the property of the Government. Mr. F. B. L. Bowley, Crown Solicitor, said he offered no evidence, and asked His Worship to discharge the defendant. The defendant was discharged.

Another tramway fatality has to be added to the growing list. On Tuesday night a native was taken to hospital with a fractured skull and a broken neck, the result of a tram accident. He was unconscious when taken there, and expired about an hour afterwards. It is believed to be another case of stepping off a moving car, although it was at first supposed that the man had been run down.

Three coolies were charged before Mr. G. N. Orme at the Police Court yesterday with assaulting a fourth near the German Club on Tuesday night. The complainant, who is a Hakka man, had just let down his furs, and was removing his chair to the side of the street, when one of the defendants, a Cantonese, called out, Beat the Hakka man. Immediately the defendants set upon him with bamboos, and inflicted a scalp wound about four inches long, and minor injuries on the body. The first defendant was fined \$15 and the second \$25, and they were each ordered to pay \$2 compensation. The third defendant was discharged.

Official Correspondence COLLOQUIALISED. American Minister in Japan, to President Roosevelt: Herewith some poems by the Mikado.

President to Mr. G. N. Orme: Thanks. Tell the Mikado I'm a literary man myself, and that I consider his verses not half bad, for a beginner.

American Minister to Japanese Emperor: Our President was delighted by those poems of Your Majesty's.

His Japanese Majesty: Tell him he is quite too kind and courteous to say so.

ANOTHER OPIUM CASE. A party of Police and Excise Officers boarded the ss. Anara on Tuesday to search for illicit opium, and as a result of their visit, four of the crew, with various amounts in their possession, were arrested. They were placed before Mr. G. N. Orme at the Police Court yesterday, when the first and second defendants denied the charge, stating that the steward was responsible. As part of the opium was found in a cupboard in the saloon, of which the steward kept the key, he was then arrested and charged. The case was remanded and the three defendants allowed out on bail of \$500 each. The other two defendants, who pleaded guilty, were fined \$9 and \$10 respectively.

A DISOBEDIENT FIREMAN. Captain Moody of the British steamer Egmout Castle charged J. Jorgensen, fireman on the said vessel, with refusing duty thereon in the harbour on the 25th June.

The Chief Engineer informed His Worship that he wanted the defendant to do a six hours shift, which was the custom when a ship was undermanned. Defendant said he was suffering from cramp, but on several previous occasions he had refused duty.

Captain John Moody stated that on the 27th June, while at sea, the defendant was brought before him by the Chief Engineer and charged with refusing to do a six hours' watch. Defendant said he would do four, but was unfit for six hours, as he was suffering from cramp, although on examination no indications of fireman's cramp could be found. When absolutely necessary it was the practice to ask men to do extra duty.

L. Anderson, for the defence, stated that the defendant only refused duty when sick, and he said he had cramp on this occasion.

After hearing further evidence, His Worship sentenced the defendant to two weeks' imprisonment with hard labour.

POLICE INSPECTION BY THE GOVERNOR. In the compound of the Central Police Station yesterday afternoon 21 European, 94 Indian and 104 Chinese units of the Hongkong Constabulary were paraded for the inspection of H. E. the Governor. The troops fell into line sometime before the arrival of His Excellency and stood at attention in the compound during the first heavy shower, after which the Governor arrived accompanied by the Hon. Mr. F. H. May, Captain Arbutnot Leslie and two Indian aides-de-camp. He was received by Captain Superintendent Bodley and at once proceeded with the inspection. Everything His Excellency undertakes to do is done thoroughly, he took some three quarters of an hour minutely inspecting their rifles, uniforms and accoutrements and questioning the men before proceeding to inspect the Station. Before they were dismissed, the members of the corps were asked to step forward if they had any complaints to make, but apparently there were none. His Excellency then proceeded to inspect the various offices and books, which task occupied him until dusk.

WEATHER REPORT. The Hongkong Observatory yesterday issued the following report:—

On the 6th at 11.55 a.m. The barometer has risen on the China coast, and fallen in the Philippines.

Gradients are slight, and moderate S.E. winds may be expected in the Formosa Channel and N. part of the China Sea.

Forecast:—Light to moderate S.E. and E. winds; fair to showery.

THE LAUNCH OF THE JAPANESE BATTLESHIP. Princess Arisugawa successfully launched the Japanese battleship *Katori* at Barrow in the presence of 10,000 cheering spectators. The ship weighed 9,400 tons when she took the water, a record launching weight. The weather was brilliant, and the Prince and Princess were much "oasted." Viscount Hayashi and many Japanese attended the ceremony. After lunch, the builders presented the Princess with a diamond pendant and a jewelled miniature of the *Katori*.

Prince Arisugawa recalled the fact that Admiral Togo's flagship had been built at Barrow, and hoped that the *Katori* would prove a valuable addition to the Japanese Navy and set as a guarantee for future peace. On the occasion of Prince Arisugawa's visit to England, Viscount Hayashi has received the Grand Cross and other minor grades, of the Victorian order.

JAPAN'S SHIPPING REGISTER. From the outbreak of the war in February, 1904, up to the end of May, 1905, say the *Nagasaki Press*, 230,000 tons of steamers, valued at Yen 13 millions, bought from European shipowners, and 140,000 tons of captured vessels were added to the Japanese shipping register, from which about 55,000 tons were removed. The total shipping on the Japanese register is now estimated at about 1,400,000 tons, inclusive of 320,000 tons of sailing vessels.

THE CRUISE OF THE MUTINEERS. STILL AT LARGE. London, 6th July. The Russian mutineers, unable to obtain any provisions at the Roumanian Port of Kustenji, have taken the *Kuiz Polemkin* to Kaffa. They are forcing the inhabitants there to provide them with supplies.

THE THIRD TEST MATCH. A DRAW. London, 5th July. England has declared the second innings, the score standing at 295 for 5 wickets.

LATER. The remaining English scores were:—

Tyldesley ..... 100  
Denton ..... 12  
Jackson ..... 17  
Hirst (not out) ..... 40  
Bosmanquet (not out) ..... 22

when the English declared. The Australians scoring 221 for seven wickets, the third test match is a draw.

PRINCE ARISUGAWA IN ENGLAND. London, 4th July. Prince Arisugawa has given a donation of £105 to the Lord Mayor for the King's Hospital Fund.

FRENCH ANTI-ECCLIESIASTICISM. London, 4th July. The French Chamber has adopted a Bill for the separation of the Church and State, by 341 to 232.

THE BLACK SEA MUTINY. London, 4th July. The surrender of the *Pobedonostseff* has been formally carried out. The officers have returned on board and the ringleaders sent on shore.

LATER. The Russian transport *Prout* has mutinied. Before leaving Kustenji the mutineers handed the *Profect* a bombastic proclamation declaring war on all Russian ships not joining them, and notifying their intention of bombarding Russian ports but of respecting neutrals.

VLADIVOSTOCK BOMBARDMENT. Japan is investing Vladivostok with a powerful fleet. She has rigidly enforced for a long interval, kept up a blockade of that port. Now she apparently will begin the bombardment of Vladivostok.

The scouts of the Russian fleet there, which have ventured out, report that a fleet of torpedo boats is lying off the port. The boats are active, and it is suspected that some of them may endeavour to steal in and torpedo the Russian vessels there. This would be in line with the Japanese methods at Port Arthur.

The Russian war office seems to think that Vladivostok can hold out against the Japanese indefinitely unless the line from Russia to there is cut and supplies prevented from reaching the city. Even then the city is stated to be in condition for a siege of a year or more. There are an immense number of troops there but no non-combatants to feed on the army provisions or to hamper the work of defense.

It is more than likely that the submarines of the Russian navy at Vladivostok will figure in the defenses as it is Russia's intention to use them at the first opportunity.—*Cablenews*.

£200,000,000 INDEMNITY. The *Asahi* states that Viscount Aoki has expressed the following opinions as to peace conditions.—Although there is a general desire that Japan should obtain the Siberian Coast Province and Vladivostok, it is very unlikely that the hope will be realised, as these territories have not yet been touched by the Japanese. In my opinion, Vladivostok is not of very great importance to Japan. Even should it remain in Russian hands as both a naval base and a commercial port, it would be of little practical value so long as Japan were able to close the Straits of Tushima, Soya, and Tsugaru. On the other hand, Saghalien must on all accounts be ceded to Japan, and the money indemnity must not be less than the Yen 2,000,000,000. I believe that these latter desires are by no means in the nature of *chance* and *Expone*.

THE PEACE NEGOTIATIONS. London, 4th July. M. Skipoff, Director of the Treasury, M. Pokotiloff, Minister at Peking, Professor Martens, General Yermoloff, Military attaché in London, Captain Roussine, ex Naval attaché at Tokyo, and other experts will assist M. Muraviev and M. Rosen.

A Russo-Japanese exchange of views is proceeding through President Roosevelt with a view to an armistice.

THE RUSSIAN MOTIVE. The *Japan Mail* says: The interesting question is, under whose instructions are the *Dniester* and the *Bion* acting? It is not conceivable that their commanding officers when they separated from the Baltic Squadron on the 25th of May, went off forthwith upon a cruise to hunt any orders from Rodzestvensky. They must assuredly have had the explicit instructions of the Admiral, and these instructions must have been to harass the maritime trade of Japan in every possible way. Acting upon this commission they set out to seek everything against which even a suspicion of connection with Japan could be entertained; British ships carrying foodstuffs to Yokohama from British ports, and German ships carrying timber from Japanese ports to China. If Rodzestvensky in any way qualified to discharge the functions of a naval commander, he must have known well that such doings would have one of two results; either to embroil his country with the Powers thus flouted or to oblige the St. Petersburg Government to make humiliating explanation and reparation. Which outcome did he contemplate? Looking at his cognate violations of French neutrality in Indo-China, one is strongly tempted to think that Rodzestvensky deliberately acted in obedience to his own knowledge of the policy approved by the Grand-Ducal clique in St. Petersburg, the policy of closing this war with a grand melee which would bring the whole world into the settlement and open a back-door for Russia's retreat. We recognise that there is much wisdom in such a suspicion, and that far-fetched explanations are generally at variance with the truth. But how are the extraordinary doings of Rodzestvensky and his ships to be accounted for?

A DISTRESSING STORY. Private advice received in Tokyo at a certain official quarter, reports the *Japan Advertiser*, reveal the details of shocking barbarity that was practiced upon a party of ten Japanese fishermen wrecked on the Saghalien coast early last month. Defenseless as they were and weak from exhaustion and the long immersion in the waves, the unfortunate fishermen were met on the shore by a squad of 18 Russian guardsmen, who fired upon them, killing five. The rest escaped and after weeks of privation and hardship in the wilderness of Saghalien managed to effect their escape and return to Hokkaido.

One of the survivors of the ill-starred party gives the story of the party's sufferings in the communication received here. It was on May 16th that the ten fishermen, who had sailed from a small fishing village in Kitami province, were driven by adverse winds on to the rocks of Notoro Cape, in the southern end of Saghalien. All night they stayed by the rocks, and in the morning they essayed to reach shore by means of the broken timber from their craft. After a long struggle with the surf the men were washed ashore in a little cove, seemingly uninhabited. Hardly had they recovered from their great exhaustion, however, and had started to follow the shore in the hope of finding food and shelter when they encountered a squad of the coast guard, Russian soldiers. Without parley the guard opened fire, killing five of the party.

The remaining eight, still pursued by the Russian guard, took to the timber that skirted the beach, and after a breathless chase of two hours succeeded in concealing themselves in a rock cavern on the edge of a mountain-tum. There they were forced to remain in hiding, without fire and without food, save raw roots and snails grabbed from the marsh; from May 17th to June 3rd, their sufferings were severe, privation and the lack of adequate shelter from the elements making their plight a desperate one. Finally, forced by their necessity to approach a native village, the five Japanese were hospitably received, clothed and fed. By night they were smuggled to the seashore and given a boat in which to escape. They fled successfully, making their way to Kaiba Island and finally to the Hokkaido coast.

TELEGRAMS. ["DAILY PRESS" SERVICE.] JAPANESE ROYALTIES RETURN. London, 6th July. Prince and Princess Arisugawa, after a remarkably happy sojourn, during which they have received extraordinary expressions of good will, have arranged to leave England on the 11th. Passages have been reserved for their Royal Highnesses on the N. D. L. s.s. *Preussen*, which sails for the Far East via Suez on Tuesday.

THE CRUISE OF THE MUTINEERS. STILL AT LARGE. London, 6th July. The Russian mutineers, unable to obtain any provisions at the Roumanian Port of Kustenji, have taken the *Kuiz Polemkin* to Kaffa. They are forcing the inhabitants there to provide them with supplies.

THE THIRD TEST MATCH. A DRAW. London, 5th July. England has declared the second



## THE MILITARY COURT.

[WRITTEN FOR THE "DAILY PRESS"]

BY "WAVING PLUME."

Private Atkins is about to be tried by Regimental Court Martial, which is, so to speak, the Junior Court assembled for the trial of the soldier. "Forty-two days' imprisonment with hard labour" is the extent of its powers and the minimum qualifying length of service for an officer as member of the Court is two years. The Court has been ordered to assemble at 10 a.m. and two officers are warming their hands over a miserable attempt at a fire which has just been lighted by a corporal, the orderly of the court. The room wherein the trial is to take place is dirty, empty and chilling. The walls are white-washed and fairly clean, the floors are boarded and unfavourably uneven as also are the windows, the fire grate, the fire irons and the coal scuttle. "The furniture consists of the articles I have first enumerated, four pegs behind the door, an inventory board hanging on the door itself, one trestle table, not particularly steady, on which have been laid by the court orderly a copy of the Army Act, King's Regulations, Manual of Military Law, a Bible and three pieces of blotting paper, three pens, one ink pot and some yellow foolscap, a knife, red tape, one piece of indiarubber and a lead pencil. Three chairs are in position at the table for the member of the Court and one near the fire for the Adjutant of the Battalion who is generally prosecutor in the cases tried by a Regimental Court.

In the draughty passage outside stands the prisoner, without belt, guarded on either side by a private soldier with drawn bayonet in hand and generally superintended by the sergeant of the guard.

"Escort and prisoner, Shup!" bawls the latter on beholding the President, a regimental captain, approaching. At the command, escort and prisoner stand up very wooden looking and rigid whilst the sergeant salutes by puffing his chest out, bracing his knees, staring stonily at the wall opposite and describing a circular curve with his right arm until the palm of his hand, with fingers closed, is outward, the back of the hand to the rear and the forefinger about an inch above the right eye. On his part the President acknowledges the salute to the King's Commission by a slight upward inclination of the right hand. The orderly of the court opens the door of the Court Martial Room, the two officers already present turn their backs on the fire and salute the President with much gravity as he places a blue O.H.M.S. envelope upon the table and extracts from it the charge sheet, the order convening the Court and summary evidence. The court orderly places on the table the usual army form on which the proceedings are to be taken down and the evidence produced written verbatim either by the President himself or one of the members of the Court.

The President then seats himself in the centre chair whilst the next senior to himself sits on his right hand with the junior on his left. "March in the prisoner and witnesses," orders the President.

At this the orderly bustles to the door and repeats the order.

Escort and prisoner—Right turn—Quick—March!" snaps the sergeant, skilfully manœuvring his little force into position with the following words:

"Right wheel—Right wheel—Mark time—Half-left turn—Right dress!" The witnesses, three in number, march themselves in and stand rigidly behind prisoner.

The President, pen in hand, then commences to read from the blue army form, filling in gaps in the printing as they become necessary, the sergeant removing the prisoner's headress at the opening sentence.

"Proceedings of Regimental Court Martial held at Shot-town this—let me see what day it is—Oh, yes!—this eighteenth (filling in the date) day of November, 1904, by order (writing) Lieutenant Colonel M. V. R. du Slesher du Dasher, Commanding the 1st Battalion, the Royal Foot Regiment. At 10 a.m. the Court opens for the trial of No. 2234 (referring to the order) Private Thomas Atkins, 1st Battalion, R.F.R."

Next the President's name and those of the members of the Court are read over and entered on the form. As each name is called its owner answers "Here, Sir." If any young officers are present for instruction their names are also read out and included in the copy of proceedings. The President satisfies himself that the Court is legally constituted, i.e., that the officers composing it have the necessary minimum of two years' service each—and, having done so, notes the fact on the proceedings and continues. The prisoner is afforded the opportunity of objecting to any member of the Court by the question: "Do you object to be tried by me as president or by any of the members whose names you have heard read?" No objection being forthcoming, the President and members are sworn on the Bible, the President "swearing" the members first and himself being next sworn by the senior member, headresses being removed during the administration of the oath, and the glove of the right hand being taken off. At the conclusion of the oath each member kisses the book as a solemn pledge that he will by the prisoner well and truly according to the Army Act and duly administer justice according to the Army Act in force at the time, excluding from his mind all partiality, favour or affection; further that he will not divulge the sentence of the Court until it be duly confirmed or at any time or on any account, unless thereunto required in due course of the law, disclose or discover the vote or opinion of any particular member of the Court Martial. "So help me, God" reply the members. Then in the presence of the prosecutor, who is already present and has answered to his name, and in presence of the witnesses, the charge sheet is read over to

the prisoner. He is asked whether he is guilty or not guilty of the charge—or, if more than one—each charge in order on the charge sheet. The President, should prisoner plead "Guilty," points out to him that in this case he will be found guilty at once and allows him, if he likes, to substitute the plea of "Not Guilty," the Court is cleared of all save the President, members, prosecutor, escort and prisoner, and the trial proceeds as in ordinary Civil Courts by each witness for the prosecution giving evidence on oath in his turn and being cross-examined by the defence. When the prosecution is closed the prisoner can call his witness for defence, giving evidence himself if he wishes to. If prisoner professes he is not represented in Court by a solicitor or a "friend," frequently his company—captain or another regimental officer, who conducts the defence for him and cross-examines the prosecution's witnesses. Finally the Court is closed to consider its "Finding," only the members being present at this deliberation. If the finding is "Not Guilty," the prisoner is again brought in, informed of the fact and instantly released. If "Guilty," he can make a statement in mitigation of punishment and produce witnesses as to his general character; the prosecutor on oath also producing the true copies of the prisoner's service records of conduct contained in the regimental defaulter books together with the man's defaulter sheet. The Court then closes for the last time, the sentence is considered, entered on the proceedings which are forwarded, signed by the President, to the officer who conveyed the Court for his confirmation or otherwise. The prisoner is confined in the guard-room until the confirmation is complete, to be eventually marched on to the parade, where the adjutant, in presence of the battalion reads out the charge, finding and sentence, the latter dating from the day on which the proceedings were signed by the President of the Court Martial.

This is a very brief outline of a Court Martial of course, but, even from this it can be gathered that a military prisoner, when tried by his own officers, receives fair play throughout and is given every opportunity of clearing himself. Both, prosecutor and president, I am told, do their utmost to prevent the prisoner suffering in his case from lack of knowledge of law or procedure, whilst the whole trial is so open and free from legal or complicated phraseology that a fair decision upon the actual facts of the case, set forth most plainly in the charge, seems almost certain. To anyone who has at any time formed some erroneous opinions as to the administration of justice in the British army I should give the advice to attend—the courts are open to the public—a Court Martial. There is a novelty and dignity about the procedure, a simplicity about the law, an absence of any brow-beating of witnesses, and a general sense of impartiality and fairness—one might almost say, a sportsmanlike feeling—which are by no means always to be encountered in an ordinary trial by jury in our Civil Courts. The most curious impression created in the mind of a civilian, however, is the complete absence of oratory throughout a trial, possibly because any superfluous verbiage would be hopelessly powerless upon the minds of military men whose training accustoms them to listen to and accept facts only.

## APPLICATION FOR SANDOW'S ARREST.

The Singapore Free Press of June 28 says:—Sandow for all his colossal strength cannot avoid the trials and tribulations that are visited upon the ordinary human showman. Worry and touring in the East are almost synonymous terms. Sandow may break chains and records but he must not break the law.

This afternoon, just before going to press, we learn that Mr. Farrer Baynes applied to His Honour, Judge Thornton, for a warrant for the arrest of the "strongest man in the world," a little job which if the modern Samson were not quite civilized would be a tough undertaking for our Sheriff officer. The application was made on behalf of another strong man, Emory Harvas, a German who has become a naturalized British subject. Harvas claims \$1,555 for wrongful dismissal from the show while in Penang.

It seems that an agreement exists between Sandow's company and himself to the effect that they are engaged at a certain salary per week with a bonus at the end of each year's service, the engagement being for two years. They are liable to instant dismissal and forfeiture of passage money at any moment should they be other than neat in appearance on either street or stage, should they be intoxicated or otherwise of their own fault prevented from "doing their turns" properly in the show, and (one of the quaintest provisions we have seen in any agreement) even should they at any time "behave other than as gentlemen."

In Penang, Harvas was summarily dismissed on the ground that he was intoxicated, and incapable of carrying through his share of the show with credit to himself or his employer. It is alleged that he frequently interrupted and partially spoiled Sandow's lecture on physical culture. Accordingly Harvas was left practically marooned in the northern settlement. Sandow had dropped him. He had, presumably, no means of getting home. This being the case he followed Sandow to Singapore and hence the present action.

Harvas contends that he was wrongfully dismissed, he having complied with all the regulations and provisions of his agreement. He denies in toto that he was in drink. He was suffering from fever, had been unable to eat for two or three days, and otherwise was as he should be. He asserts that the story of his having interrupted the lecture is a fabrication, and says that he is bringing up sufficient other strong men to give evidence in support of his statement. He claims \$540 due for three months' salary, \$500 due on the two year agreement, \$500 for his passage home, and \$15 for his passage from Penang to Singapore—\$1,555 in all.

His claim for arrest was made on the grounds that Sandow's plans were uncertain, that he was a kind of peacock and should be put without the jurisdiction of the Straits by (Harvas) would not be able to obtain redress for his alleged injuries.

In chambers to-day, before Mr. Justice Thornton, Mr. Farrer Baynes asked for a sequestration order or for a writ of arrest. The Judge made the sequestration order; the Sheriff to take possession of Sandow's property and keep possession until a security of \$2,000 is forthcoming from him.

## SUPREME COURT.

Thursday, 6th July.

BEFORE SIR E. T. PIGGOTT (CHIEF JUSTICE). IN BANKRUPTCY.

THE LAI HING FIRM EX PARTE MA LEUNG PO.

This was a public examination by the Official Receiver. Ma Fat Ting, the managing partner of the Lai Hing firm said:—Our business was a gold-smith's shop and native bank. The witnesses I have given are Kwong Hoy Tong, who is in the country, his other name being Kwong Lai Ting; Kwong Yu Tong alias So Yau Sai; Sooi Lai Tong, who is in the country, his other name being Sam Che Wo; Mo Pan Tong, his other name being Lan Wai Chuen; Chen Ming Kee, who is at Penang, and myself. Those are all the partners. I am the only one at present in Hongkong. The business has been in existence some scores of years. I took it over in June or July 1898, from Wong Ka Chuen, as a going concern, with its assets and liabilities. The shares originally were Tls. 100, taken over at Tls. 500. When we took it over it was a paying business. I had been employed there long before I took it over. The new partners subscribed a capital of Tls. 60,000. The gold-smith's business, dealing in gold leaf, was a profitable business, but the Lai Hing also had a large business in lending money. We received money on deposit. Some of it was used to buy gold leaf and some was let out on interest. The two accounts were not kept separate. We gave promissory notes as security for money. When people paid in money, we did not take an account of where they lived. Some of these creditors are in the country and some in the coast ports. The money due to our creditors is \$983,416, the whole of which is due from money deposited in the bank. All these sums are entered in the books. The average amount of money received during the year amounted to one or two million dollars. I knew the bank was in difficulties at the end of last China New Year. At the end of the previous year, as at every previous year, there was a profit. After I found we were in difficulties, I did not receive or lend. In the twelfth month we did not receive large sums on deposit. The amounts shown were only renewals of notes after the interest had been paid. I told them we could not repay the notes. Our assets amount to \$1,200,000 odd, and liabilities \$983,416. Our assets are in excess of our liabilities but we cannot get in the money until while the creditors are pressing. Some money is lent on security, at the Wai On Sang, \$215,000. There is security for this on a contract, on sale of Marine lots 49 and 50, 118 and 129. By this contract I agreed to buy this property for \$215,000, and paid \$25,000 as a deposit, purchase to be completed in July, 1907. I knew that the property was used as security for Luu Wai Chuen, as compradors of the Hongkong and Shanghai Bank. The \$180,000 which was to have been paid in 1907 was paid on the 15th May, 1904, a few days after the contract was signed. I did so because Wai Leung San wanted the money. I gave him the \$180,000 and in exchange he gave me a promissory note but I got no security. No deed has been drawn up. I did not ask a solicitor if it was all right. Wai Chuen and Wai Yek both signed as witnesses and the property was handed over to me to collect the rents. I paid for the property subject to the bank's mortgage. I have sold one house to the Lai Fui for \$55,000. No deed was signed, only a note. That was last year. The \$55,000 was paid to me. I lent very large amounts to the Wong Fung Company of Canton. It is the Wai Sing lottery for the whole of the Kwangtung province. Lau Kwo Shim, Lau Wai Chuen, Wai Loong San, Leung Seung Shim, Lo Chuk Chi and Wai Yek comprise the Wong Fung. They buy the Wai Sing monopoly from the Chinese Government. The capital of this concern is \$1,000,000, subscribed by the partners mentioned. These last few years the Wong Fung have not had a good time, the places of examination having been changed, and there being fewer candidates to gamble. One amount lent to the Wong Fung was \$115,767. Last year we lent some hundreds of thousands, coming and going to the Wong Fung. It was a current account. I have promissory notes for the amount lent. The \$115,767 is in the current account; I have a note for an amount, \$196,840. The Wong Fung will pay back money. All the moneys advanced were the moneys of the bank. The Wong Fung paid me wages, having a share, a percentage of the profits.

The examination was adjourned for a week.

THE CHING HOP FIRM EX PARTE

LEUNG SING WO.

This was an application for a full receiving order, an interim receiving order having been previously granted. With this case was consolidated Case No. 35, in which petitioning creditors acted against the same debtor. Mr. C. E. H. Beavis (of Messrs. Wilkinson & Grant) appeared for the petitioning creditor, Leung Sing Wo; Mr. F. B. L. Bowley appeared for the petitioning creditors in No. 35, and Mr. Paget Hott for the debtor.

Leung Sing Wo, the petitioning creditor, said:—I am a trader living at 24, Lower Macao Road. The Ching Hop firm is indebted to me in the sum of \$19,033.30. I asked them for payment on 7th June. I saw Li Wing, the master of the debtor firm, and asked him for the money. He replied that there was no money to pay anyone that day.

His Lordship:—Is that a notice of suspension of payment?

Mr. Beavis:—He can also prove that the debtor made a statement as to his assets and liabilities.

The petitioning creditor:—I went again next day, on the afternoon of the 8th, to look for Li Wing Cho. I said "I hear that the

foreign firms are weighing out your cargo; you must pay me my money." "At present I have not got the money," he said; "Weighing out" means that they wished to take delivery. The cargo was old iron and horse shoes in a godown. I said "You are letting the foreign firms weigh out all your cargo, and you will not have any to give me." He said "I saw people \$160,000. I asked him the value of his goods, and he said \$50,000-worth, and people owed him money to the extent of \$70,000, of which he could collect \$30,000. I asked him if it would not be better to get the officials to divide and distribute it for him. He said nothing. I asked your Lordship to seize the property and divide it.

His Lordship:—There is no notice of suspension, but that he was unable to pay his debts. The statement of the debtor that he was unable to pay his debts was not notice that he was going to suspend payment.

Mr. Beavis:—The debtor is represented here, so there is no question of the debtor's anxiety. His Lordship:—All he says is "I cannot pay my debts."

Mr. Beavis:—Suppose he says "I will not pay my debts."

His Lordship:—Yes, that would be stronger. It is not that he would willingly go into bankruptcy, but whether what he says or does brings him there.

After long argument, His Lordship agreed to grant a receiving order, interpreting the reply of the petitioning creditor to the debtor thus:—If you press me, I shall have to suspend payment, because my assets amount to so much and my debts amount to so much.

There was some argument as to costs. Mr. Bowley did not press for his costs, but desired a consolidation having been granted, to have petition 35 on file.

His Lordship agreed to this, and as to the rest of the costs he said he would leave the matter to the Registrar, and if there was any difficulty the matter could be referred to him in chambers.

## IN SUMMARY JURISDICTION.

BEFORE MR. A. G. WISE (PUNISH JUDGE).

SIN TAK YAU, Y. LO MAN HIN.

In this case Sin Tak Yau, trading as the Fuk Cheong firm, sued Lo Man Hin for \$1,000. Mr. P. W. Goldring appeared for the plaintiff, and Mr. H. W. Looker for the defendant.

Mr. Goldring said the only question was whether a certain sum of money, \$1,070.50, was paid by the defendant to the plaintiff. The defendant produced a chequed book for the money, but the plaintiff said the money had not been paid.

The plaintiff stated that he was a contractor, trading under the style of Fuk Cheong, at 9, Stanley Street. He knew the defendant who kept a piece-goods shop, the Sun Loong, at 59, Winglok Street. Plaintiff entered into a contract with the defendant for the pulling down of three Chinese houses at Temple Street, Yau-mai. The contract was for \$7,250, of which was paid except \$2,750, still due, and the defendant signed a promissory note for that. The defendant's book was chequed for the disputed amounts, \$1,070.50, but the plaintiff received no money. The defendant's son came and got him to chop the book saying that his father would pay the money, but he did not do so, and the son took away the book. Plaintiff went to the defendant for the money, but was put off, the latter saying that they were both traders and the plaintiff could trust him.

Mr. Goldring said there had been nine payments on account of this contract. In the plaintiff's cash book these particular entries were in new writing, in the plaintiff's hand, while the rest of the accounts were in the old handwriting. The defendant said that the plaintiff had been paid, but he did not keep proper accounts.

His Honour:—At any rate, Mr. Goldring, it will be a lesson for him not to give receipts for money before it has been paid.

His Honour non-suited the plaintiff with costs, saying that there was not sufficient evidence to give judgment for the defendant with costs.

## HIDDEN TREASURE SWINDLERS

ARRESTED.

At last the band of swindlers who, through statements of "hidden treasure" in Cuba, the Philippines, and even in Spain, have been swindling credulous people in Great Britain and Germany, ever since 1898, are to be brought to justice.

During the seven years it is estimated that this scheme has brought to the coffers of the gang-banking it up to \$1,000,000. Recently the band swindled a resident of Berlin out of \$25,000 by selling him charts showing where a large fortune was hidden just after the war with Spain broke out in a lonely spot near Cienfuegos, Cuba. When the man who purchased the chart discovered that he had been swindled he complained to the German government, which brought the matter to the attention of Spanish officials, and the arrests followed.

Nineteen persons were taken into custody and an enormous quantity of printed matter seized. This letter showed how the plan was worked, and indicated that the Madrid police were in collusion with the band.

## DISMISSAL OF GOVERNMENT

ADVISERS.

A Tokyo dispatch to the *Asahi* states that Professors Terno Nakamura, and Takahashi, belonging to the Tokyo Imperial University and authorities upon international law, have been dismissed from the service of the Government. It appears that since the outbreak of the war the professors have been employed by the Government in the investigation of important matters connected with international law. Recently the professors, together with other professors, published a very strong manifesto regarding the peace terms, of which a false report had been disseminated in the decisive manner reported above. Professor Terno had been retired from a councillorship in the Foreign Office, and Professor Takahashi from an advisership in the Navy Department.—*Japan Chronicle*.

## THE "LONG HING"

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LONG HING &amp; CO.

17, QUEEN'S ROAD CENTRAL, HONGKONG

HONGKONG, 3rd July, 1905.

## ALLEGED INFRINGEMENT OF A PORT REGULATION.

SUMMONS AGAINST PILOT LAWLER DISMISSED.

Mr. F. A. Hazeland yesterday afternoon delivered judgment at the Police Court in the case wherein Pilot Lawlor was charged with the infringement of a harbour regulation while berthing the s.s. *Slavonia* alongside one of the wharves at Kowloon.

His Worship said:—

The defendant was summoned before me for that he on the 19th day of March, 1905, in the waters of the Colony, being a licensed Pilot under Ordinance No. 3 of 1904, and in charge of the s.s. *Slavonia*, unlawfully did infringe a Regulation made by the Harbour Master under section 4 of that Ordinance, and published in the Government Gazette of the 10th June, 1904, viz. Regulation No. 5, in that he failed to use his utmost care and diligence when bringing the said ship up to the No. 1 wharf of the Godown Company to avoid accident or damage to the said ship, whereby the said ship struck the No. 2 wharf and became damaged thereby.

The first question for my decision is as to when the duties of a pilot under this Ordinance are at an end.

The Master of the *Slavonia* stated in his evidence that he employed the defendant to bring his ship to the wharf, but I am of opinion that the defendant regarded himself in charge of the vessel when she was drifting on to the No. 2 wharf. In the absence of any contract as to the express duration of the service, I am of opinion that a pilot engaged under this Ordinance is in the same position as a pilot where the pilotage is compulsory. In the case of compulsory pilotage a ship is under the orders of a pilot for purposes of navigation only, and his duty is not at an end until he has placed the ship in port in a position of safety.

The next question to be decided is as to whether the defendant was justified, considering all the circumstances of the case, in bringing the ship in tow first. I am advised that in view of the information at his disposal he was quite justified in bringing the ship alongside the wharf bows first. I am also advised that there was no undercurrent which caused the ship to drift. I am also advised that there is no method at present available for seeing such a current.

The next question to be decided is as to whether the drifting of the ship on to No. 2 wharf was due solely to the delay in getting on the stern line, in not heaving in on it when fast, and to the fact that it was foul of the bollards. I am advised that the answer to this question is in the affirmative. Mr. Unsworth in his evidence stated the launch had to wait ten minutes for the stern line, and that there never seemed to be any strain on the stern line before she struck. Master of the steamer stated in his evidence that the ship struck No. 2 wharf before the stern line got on to No. 1 wharf. I am of opinion that the defendant was in no way responsible for the delay in passing on the stern line, for its being foul of the bollards, nor for the failure to heave in on that line.

The ship got into this position, was or was not a proper manoeuvre to have backed out?

I am advised that to have backed out under the circumstances would have been a proper manoeuvre, but that there was nothing improper in that executed by the defendant. I am advised that there was a danger, if the ship had gone astern of her head cutting to starboard after she had gathered stern way and colliding with No. 2 wharf, in which case the collision with the wharf would probably have been more violent than it actually was.

With respect to the question as to whether it was not part of the defendant's duty to have done so, as the getting over of fondlers is not an act of navigation.

I find, as a fact, and am so advised, that the defendant did not fail to use his utmost care and diligence whilst bringing this ship to the wharf.

My finding is therefore for the defendant and I order this summons to be dismissed.

## A PROBABLE CAUSE OF

BERI BERI.

Professor Ward, speaking at the Royal Institution, London, in May, on "Fungi," said that there was a mould which was called "lurking fungi." The latter generally attacked grain, and might be said in a way to sleep between the seed and its husk. They were poisonous, and had caused epidemics in the past. It was his belief that beri-beri was caused specially by a "lurking fungi" in the rice. This was a very serious thing to eastern nations, especially to an army in the field like that of the Japanese now in Manchuria. He was now awaiting specimens of affected rice from the East for the purpose of proving his suspicions.

## LATEST STEAMER MOVEMENTS.

The C.P.R. steamer *Empress of China* left Vancouver on Monday, the 3rd July, p.m. for Hongkong via the usual ports of call. The P. & O. steamer *Managon* left Singapore for the Port on the 5th inst. at 4 p.m. The O.S.S. & C.M. steamer *Koonan* left Singapore on the 5th inst. at noon, and is due here on the 10th inst. at 5 p.m.



## CLARETS.

	1 doz.	2 doz.	4 doz.
VIN ORDINAIRE	\$4.75	\$5.75	\$9.75
COTES	5.25	6.25	9.25
MEDOC	5.75	6.75	9.75
ST. EMILION	6.75	7.75	10.75
MARGAUX	7.00	8.00	11.00
ST. JULIEN	8.00	9.00	12.00
ST. ESTEPHE	10.50	11.50	14.50
COS. ST. MICHEL	12.50	14.50	16.50
CH. LEOVILLE	13.00	14.00	17.00
CH. LAROSE	13.00	14.00	17.00

## AMERICAN.

CALIFORNIA	\$4.75	\$5.75	\$9.75
ZINFANDEL	5.75	6.75	9.75

## SPANISH.

VALDEPENAS	\$4.75	\$5.75	\$9.75
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## H. PRICE &amp; CO.

12, QUEEN'S ROAD CENTRAL.

## ROBINSON PIANO Co., LD.

THE PUBLIC MAY RELY IMPLICITLY ON GETTING FROM US

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## HIGHEST CLASS.

EMBODYING THE VERY BEST

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QUALITIES

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## MODERATE

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OUR CLIENTS HAVE THE

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30 YEARS' EXPERIENCE AS

## EXPERTS

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WE ARE BY FAR THE

## LARGEST

## IMPORTERS

AND

## MANUFACTURERS

IN CHINA, AND STOCK THE

GREATEST VARIETY OF

MAKES.

Hongkong, 9th June, 1905.

[1363]

## DR. NEWELL WILSON,

## DENTIST.

Latest American Methods.

Reasonable Fees.

No charge for examinations.

Office hours 9 A.M. to 5 P.M.

No. 2, FEDDER STREET (next to the

General Post Office and opposite to the side

entrance to the Hongkong Hotel)

Hongkong, 5th 1905.



**NOTICE.**  
Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Manager, Daily Press only, and special business matters to the Editor.  
Orders for extra copies of Daily Press should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for cash.  
Telegraphic Address: Press. Codes: A.B.O., 5th Rd. Libby's.  
P.O. Box, 33. Telephone No 12.

## NEW ADVERTISEMENTS

**HIS EXCELLENCY, SIR MATTHEW NATHAN,** will be at "At Home" at Mountain Lodge, this afternoon from 4.45 to 6.45 P.M. [1621]  
[Hongkong, 7th July, 1905.]

**DOUGLAS STEAMSHIP COMPANY, LIMITED.**

FOR SWATOW, AMOY AND FOCHOW.  
The Company's Steamship.

**"HAITAN"**  
Captain Ranch will be despatched for the above ports on SUNDAY, the 9th inst., at 12 o'clock noon.

For Freight or Passage, apply to  
**DOUGLAS LARPAK & CO.,**  
General Managers.  
Hongkong, 7th July, 1905. [1622]

FOR NAGASAKI, KOBE AND YOKOHAMA.

**"SHIRE" LINE OF STEAMERS.**

**THE Steamship**

**"DENBIGHSHIRE,"**

will be despatched for the above ports TO-DAY, the 7th inst., at 5 P.M.

For Freight or Passage, apply to  
**SHEWAN, TOMES & CO.,**  
Agents "Shire" Line.  
Hongkong, 6th July, 1905. [1618]

FOR SINGAPORE, PENANG AND CALCUTTA.

**THE Steamship**

**"LIGHTNING,"**

Captain J. G. Evans, will be despatched for the above ports on TUESDAY, the 11th inst., at noon.

For Freight, apply to  
**DAVID SASSOON & CO., LD.,**  
Agents.  
Hongkong, 6th July, 1905. [1601]

**NOTICE TO CONSIGNEES.**

**THE P. & O. S. N. Co.'s Steamship**

**"JAPAN"**

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.

This vessel brings on Cargo—  
From London, &c., ex s.s. Egypt.

Optional Goods will be landed here unless instructions are given to the contrary before noon, TO-DAY.

Goods not cleared by the 12th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representatives at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized. No Claims will be admitted after the goods have left the Godowns.

**L. S. LEWIS,**  
Acting Superintendent.  
Hongkong, 6th July, 1905. [1]

FROM HAMBURG, BREMEN, ROTTERDAM, ANTWERP, PENANG AND SINGAPORE.

**THE H.A.L. Steamship**

**"SPEZIA,"**

Captain Ehlers, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 12th inst., at 3 P.M.

No Fire Insurance has been effected.

**HAMBURG-LAINE & LIEBE,**  
Hongkong Office.  
Hongkong, 6th July, 1905. [1620]

**OCEAN STEAMSHIP COMPANY, LIMITED,**

**AND**

**CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.**

**CONSIGNEES per Company's Steamer**

**"STENTOR,"**

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 8th inst.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 11 A.M. on the 12th inst.

No Claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 12th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 15th inst., or they will not be recognized.

No Fire Insurance has been effected.

**BUTTERFIELD & SWIRE,**  
Agents.  
Hongkong, 6th July, 1905. [1910]

## NEW ADVERTISEMENT

**"SHIRE" LINE OF STEAMERS.**

**NOTICE TO CONSIGNEES.**

FROM MIDDLESBOROUGH, LONDON AND STRAITS.

**THE Steamship**

**"DENBIGHSHIRE,"**

Captain W. A. Evans, having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 12th inst., at 2.30 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by  
**SHEWAN, TOMES & CO.,**  
Agents.  
Hongkong, 6th July, 1905. [1619]

**INTIMATIONS.**

**WANTED.**

**FURNISHED HOUSE** in MACAO for one month. Must be near the Seaside. State price and situation.

**D. W.**  
Care of Daily Press Office.  
Hongkong, 6th July, 1905. [1611]

**COMPRADORE WANTED.**

**WANTED** a Compradore by an European firm doing piece goods and general business. Must furnish security for \$40,000.

Apply by letter to—**R. S. T.**  
Care of Daily Press Office.  
Hongkong, 6th July, 1905. [1610]

**TUITION.**

**LESSONS** given in English.

Apply—**P. O. BOX 335.**  
Hongkong, 4th July, 1905. [1594]

**NOTICE.**

**TYPEWRITERS CLEANED** and REPAIRED by a First-class Mechanic.

Apply—**T. C. SWABY,**  
4, Queen's Road Central.  
Hongkong, 4th July, 1905. [1596]

**NOTICE TO KOWLOON RESIDENTS**

**EXTRA COPIES of Daily Press** are on sale daily at Mr. H. RUTTON'S, 36, Elgin Road, and Mr. AH YAU'S, 15, "WHARF" STREET. Price 15 cents per copy cash.

Hongkong, 2nd December, 1905.

**NOTICE.**

**GEO. FENWICK & CO., LD.**

**ENGINEERS AND SHIPBUILDERS**

**THIS** Old Established Firm, especially famous for Ship and Engine Repairing. The Works may be reached in 10 minutes from Blauk Pier by Ricksha or Electric Tram.

Lanterns will call alongside vessels in the harbour flying the Call Flag E.

Telephone 142.  
Hongkong, 2nd January, 1905. [133]

**NAVY CONTRACT.**

**TENDERS** are invited for the supply of LABOUR AND JUNKS in connection with the COALING of H.M. FLEET, &c., at Hongkong, for a period of 12 months from the 1st August, 1905.

Forms of tender can be obtained on application to the NAVAL STORE OFFICER, H.M. NAVAL YARD, Hongkong, and should be returned not later than noon on 16th July, 1905.

Hongkong, 6th July, 1905. [1615]

**CANTON DISTRICT.**

**LOCAL NOTICE TO MARINERS.**

**No. 75.**

**Iron, Wooden and Faishak Barriers, widening of Channels through.**

**NOTICE** is HEREBY GIVEN that the Channels through the Iron and Wooden Barriers in Collision Reach and Faishak Barrier in Blenheim Passage, have been widened and deepened as follows:—

**IRON BARRIER,** 420 feet of the Central Section of its Northern and have been removed, leaving a passage of 570 feet in width, with a depth of 16 feet at low water of Spring Tides.

**WOODEN (OR BRIDGE) BARRIER.** The entire barrier has been removed, and all obstructions cleared to a depth of 16 feet at low water of Spring Tides.

**FAISHAK BARRIER.** The passage through this barrier has been widened to 400 feet with a depth at low water of Spring Tides of 12 feet on its Northern side, gradually decreasing to 10 feet on its Southern side. The Northern side of the Channel is marked by two beacons each bearing a Red Light and showing a Red Light by Night, and the Southern side by a Black Central buoy surmounted by a Green Light at Night.

**J. HOWELL MAY,**  
Harbour Master.

Approved,  
**F. J. MAYERS,**  
Acting Commissioner of Customs.  
Custom House,  
Canton, 1st July, 1905. [1587]

**AUCTION**

**PUBLIC AUCTION.**

**THE Undersigned has received instructions to sell by Public Auction**

**TO-MORROW (SATURDAY),**

the 8th day of JULY, 1905, at 2.30 P.M., at his SALES ROOMS, Queen's Road, SUNDAY HOUSEHOLD and OFFICE FURNITURE, BLACKWOOD TABLES and STANDS, CROCKERY, GLASS and PLATED WARE.

**ROLLTOP OFFICE DESKS, WRITING TABLES, COPYING PRESS and STAND, ADLER'S TYPEWRITER, 20 PAIRS TELEPHONES and CORDS, PIANO, &c., &c., &c.**

**TERMS OF SALE**—As Customary.  
**Y. I. REMEDIOS,**  
Auctioneer.  
Hongkong, 6th July, 1905. [1616]

## AUCTIONS

**PUBLIC AUCTION.**

**IN THE SUPREME COURT OF HONGKONG.**

**ORIGINAL JURISDICTION.**

Action No. 135 of 1905.

To be sold by Public Auction by order of the Supreme Court of Hongkong.

**VALUABLE LEASEHOLD PROPERTY** SITUATE AT KOWLOON, in the Colony of Hongkong.

On FRIDAY, the 14th day of JULY, 1905, at 3 o'clock in the afternoon at Messrs. HUGHES and HOUGH'S SALES ROOMS, Des Vaux Road Central.

**ALL** that piece or parcel of ground registered in the Land Office as thungshon Island Lot No. 249 together with the building thereon known as No. 74, Des Vaux Road, Hongkong, abutting on the North side thereof on Crown Land and measuring thereon 15 feet, on the South side thereof on Hungnam Road, and measuring thereon 15 feet on the East side thereof on Hungnam Island Lot No. 249 and measuring thereon 50 feet on the West side thereof on Hungnam Island Lot No. 248 and measuring thereon 50 feet on the West side thereof on the Crown Land and which said piece or parcel of ground contains in the whole 750 square feet and is delineated on the plan attached to the Crown Lease thereof and is coloured red thereon and is held from the Crown for the residue of the term of 75 years from the 19th day of December 1892 granted by a Crown Lease dated the 3rd day of June 1902. Annual Crown Rent \$7.00.

For further particulars and conditions of sale, apply to Messrs. JOHNSON, STOKES and MASTER, Solicitors for the Plaintiffs in the above action, or to Messrs. HUGHES and HOUGH, Auctioneers.

Dated the 28th day of June, 1905. [1514]

**IN THE SUPREME COURT OF HONGKONG.**

**ORIGINAL JURISDICTION.**

Action No. 35 of 1905.

**TO BE SOLD BY PUBLIC AUCTION.**

By ORDER of the Supreme Court of Hongkong and with the approbation of ARATHOON SETH, Esquire, Registrar of the Supreme Court of Hongkong, pursuant to the order for sale made in the above action and dated the 14th day of April, 1905.

**THE VERY VALUABLE LEASEHOLD AND RECLAMATION PROPERTY,**

Victoria, in the Colony of Hongkong.

On MONDAY, the 17th day of JULY, 1905, at 3 o'clock P.M. at Messrs. HUGHES and HOUGH'S SALES ROOMS, Des Vaux Road Central, in one lot being

ALL that right of Equity of Redemption of and in SECTIONS A AND B OF MARINE LOT NO. 238 AND THE RECLAMATIONS thereon. Together with the Messuages or Tenements thereon known as Nos. 182, 189, 192 and 191, WING LOK STREET and Nos. 37, 38 and 39, CONNAUGHT ROAD WEST, HONGKONG.

The property is more particularly delineated on a Site plan thereof which can be inspected at the office of Messrs. JOHNSON, STOKES and MASTER, Solicitors for the Vendor.

Sections A and B of Marine Lot No. 238 are held from the Crown for the residue of a term of 99 years from the 25th day of June 1870 granted by a Crown Lease dated the 7th February 1879.

The Praya Reclamation to Sections A and B of Marine Lot No. 238 are held upon and under the terms and stipulations of the usual Reclamation Agreement.

The area of the whole of the said property is 7.14 aquare feet.

The Crown Rent in respect of the whole property is \$127.40.

For further particulars and conditions of sale apply to—

Messrs. JOHNSON, STOKES and MASTER, Solicitors for the Plaintiffs in the above Action, who have the conduct of the said Sale

or to Messrs. EWENS, HARTSON & HARDING, Solicitors for the Defendant, LI TSUNG PAK, in the said Action; or to Messrs. HUGHES & HOUGH, Government Auctioneers.  
Hongkong, 29th June, 1905. [1560]

**IN THE SUPREME COURT OF HONGKONG.**

**ORIGINAL JURISDICTION.**

Action No. 108 of 1905.

**TO BE SOLD BY PUBLIC AUCTION** by Order of the Supreme Court of Hongkong, and with the approbation of ARATHOON SETH, Esquire, J.S.O. Registrar of the Supreme Court of Hongkong, pursuant to the Order for sale made in the above action, and dated the 16th day of June, 1905, the

**VERY VALUABLE RECLAMATION PROPERTY,** situate at Victoria in the Colony of Hongkong, On MONDAY,

the 17th day of JULY, 1905, at 3 o'clock P.M. at Messrs. HUGHES and HOUGH'S SALES ROOMS, Des Vaux Road Central, in two lots, being, Lot 1,

All that right of Equity of Redemption of and in all that one equal undivided moiety of and in Section A of the Southern Portion of the Praya Reclamation to the remaining Portion of Marine Lot No. 57, and which said piece or parcel of ground contains by admeasurement in the whole about 1241 square feet. Crown Rent for the whole property \$250.86, and Lot 2—

All that the one equal undivided moiety of and in the remaining Portion of the Southern Portion of the Praya Reclamation to the remaining Portion of Marine Lot No. 57, and which said piece or parcel of ground contains by admeasurement in the whole about 1241 square feet. Crown Rent for the whole property \$250.86, and Lot 2—

The two above mentioned properties are more particularly delineated in a site plan thereof which can be inspected at the office of Messrs. JOHNSON, STOKES and MASTER, Solicitors for the Vendor. Both properties are held upon and under the terms and stipulations of the usual Reclamation Agreement.

For further particulars and conditions of sale, apply to Messrs. JOHN, STOKES and MASTER, Solicitors for the Plaintiff in the above action, who have the conduct of the said sale, or to Messrs. EWENS, HARTSON & HARDING, Solicitors for the Defendant LI TSUNG PAK, in the said action, or to Messrs. HUGHES and HOUGH, Government Auctioneers.

Hongkong, 3rd July, 1905. [1588]

## PUBLIC COMPANIES

**THE CHINA LIGHT AND POWER COMPANY, LIMITED.**

**NOTICE** is HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the above-named Company will be held at the COMPANY'S OFFICES, St. George's Building, No. 6, Connaught Road, Victoria, TO-MORROW (SATURDAY), the 8th day of JULY, 1905, at 11.30 in the forenoon, when the subjoined Resolution which was passed at a Meeting held on 21st June, 1905, will be submitted for confirmation as a Special Resolution.

**RESOLUTION:**  
That the Capital of the Company be increased to \$500,000 by the creation of 20,000 new shares of \$10.00 each.

**SHEWAN, TOMES & CO.,**  
General Managers.  
Hongkong, 21st June, 1905. [1501]

**THE HONGKONG ELECTRIC COMPANY, LIMITED.**

**NOTICE** is HEREBY GIVEN that the SIXTIETH ORDINARY YEARLY MEETING of the SHAREHOLDERS will be held at the COMPANY'S OFFICES, St. George's Building, on SATURDAY, the 15th July, at 12.30 P.M., for the purpose of presenting the report of the Directors, together with a statement of accounts to 30th April, 1905, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 1st to the 15th July, both days inclusive.

By Order of the Board of Directors,  
**GIBB, LIVINGSTON & CO.,**  
Agents.  
Hongkong, 25th June, 1905. [1542]

**GREEN ISLAND CEMENT COMPANY, LIMITED.**

**NOTICE.**

**SHAREHOLDERS** are reminded that the FINAL CALL of \$10 per share on the new issue of Capital is due on the 30th June, 1905.

**SHEWAN, TOMES & CO.,**  
General Managers.  
Hongkong, 27th June, 1905. [1525]

**HONGKONG JOCKEY CLUB.**

**NOTICE.**

**MEMBERS** wishing to subscribe for the next RACES will be obliged by once sending in their names to the undersigned.

**T. F. HUGHES,**  
Clerk of the Course.  
Hongkong, 1st July, 1905. [1575]

**NOTICES OF FIRMS.**

**NOTICE.**

**WE** have this day authorised Mr. CARL ROBERT LENZMANN to sign our firm from this date.

**CARLOWITZ & CO.**  
Hongkong, 6th July, 1905. [1612]

**NOTICE.**

**MY** interest and responsibility in the firm of H. PRICE & CO., Wine and Spirit Merchants, ceased on the 30th April.

**HERBERT PRICE.**  
Hongkong, 1st July, 1905. [1572]

**NOTICE.**

**WE** beg to notify the Public that the firm of H. PRICE & CO., Wine and Spirit Merchants, 12 Queen's Road, will be carried on in the same place and manner by the new Proprietors.

**H. PRICE & CO.,**  
Wine and Spirit Merchants,  
12 Queen's Road, Central.  
Hongkong, 1st July, 1905. [1573]

**NOTICE.**

**HAVING** resigned my position in the Pacific Mail S.S. Co.'s Office in this Colony, I beg to inform the Public that I have established myself as FREIGHT AND GENERAL BROKER under the style of

**ROZA PEREIRA & SONS**  
**A. M. ROZA PEREIRA,**  
No. 1, Taddell Street.  
Hongkong, 4th July, 1905. [1587]

**BOARD AND RESIDENCE**

**TO LET.**

**FURNISHED ROOM** with Board. Tennis Court. Near Ferry, Kowloon.

Apply—**"S. S."**  
Care of Daily Press Office.  
Hongkong, 3rd June, 1905. [1384]

**PENSION FRANCAISE** AND RESTAURANT.

40 POTTINGER STREET.

TENUE PAR MME. I. GUIOU.

FIRST-CLASS COOKING BY A FRENCH COOK. Terms: \$3.50 per day. Reduced Terms for an Extended Stay. Hongkong, 13th January, 1905. [100]

**BOARD AND RESIDENCE.**

**MRS. G. I.**







## SHIPPING.

**ARRIVALS.**  
**ANDERSON RICKMANS,** German str., 1,020, H. Kohn, 5th July—Bangkok 24th June, Rice, Molasses & Co.  
**BARON FAIRLIE,** British steamer, 2,323, J. I. H. Kohn, 5th July—Calcutta 10th June, July, Order.  
**CHOWTAT,** German str., 1,115, H. Kohn, 5th July—Bangkok 24th June, Rice, Butter, Oil & Swine.  
**DARMSTADT,** German str., 3,161, G. Bolte, 5th July—Yokohama 24th June, General—Molasses & Co.  
**DENNISBURGH,** British str., 2,242, W. A. Evans, 6th July—London 18th May and Singapore 24th June, General—Shewan, Tomes & Co.  
**HALLAT,** French str., 377, L. Anderson, 5th July—Haiphong and Hothow 4th July, General—A. R. Marty.  
**ELMUS,** British str., 636, Robson, 6th July—Tamsui via Amoy 3rd July, General—Douglas LaPraik & Co.  
**HATIAN,** British str., 1,183, J. S. Roach, 6th July—Fochow via Port 3rd July, General—Douglas LaPraik & Co.  
**ISORIA,** Italian str., 2,784, Coglio Andrea, 6th July—Bombay 17th June and Singapore 3th July, General—Carlson & Co.  
**JAPAN,** British str., 2,795, E. P. Martin, 5th July—London and Singapore 30th June, General—P. & O. S. N. Co.  
**NEWBY HALL,** British str., 2,840, Allan Beck, 6th July—Bary 24th May, Coal—Order.  
**TEAN,** British str., 1,346, W. B. Brown, 6th July—Menda 3rd July, General—Buttlefield & Swire.

**CLEARANCES.**  
 AT THE HARBOR MASTER'S OFFICE.  
 6th July.  
 Japan, British str., for Shanghai.  
 Steamer, British str., for Shanghai.

**DEPARTURES.**  
 6th July.  
**BOENRO,** German str., for Sandakan.  
**BUENSTADT,** British str., for Yokohama.  
**DARMSTADT,** German str., for Europe.  
**HEDWIG MANZELL,** German str., for London.  
**LUDWIG,** German str., for Canton.  
**RAZARUBI,** German str., for Swatow.  
**SIBIRIA,** Amer. str., for San Francisco.  
**YOSOW,** British str., for Shanghai.

**SHIPPING REPORTS.**  
 The British str. *Hatman* reports: Light S.E. winds, fine clear weather throughout.  
 The British str. *Bary* reports: Fresh S.W. monsoon in Bay of Bengal, Malacca Straits fine, and fresh S.W. monsoon in China Sea.

**VESSELS IN DOCK.**  
 6th July.  
**ANDERSON DOCKS.**—*Travancore, Hamber, Talyman.*  
**COSMOPOLITAN DOCK.**—

**VESSELS ON THE BERTH.**  
**DOUGLAS STEAMSHIP COMPANY, LIMITED.**

**FOR SWATOW, AMOY AND TAMSUI.**  
 THE Company's Steamship  
**"HAIMUN"**  
 Captain Robson, will be despatched for the above ports TO-DAY, the 7th inst., at 11 A.M.  
 For Freight or Passage, apply to  
**DOUGLAS LA PRAIK & CO.,**  
 General Managers.  
 Hongkong, 5th July, 1905. [1607]

**FOR MARSEILLES, LONDON AND ANTWERP.**  
 VIA SINGAPORE, PENANG, COLOMBO, AND PORT SAID.

**THE Bucknall Line Steamship.**  
**"MANICA"**  
 Captain Leslie, will be despatched for the above ports TO-DAY, the 7th inst., at Noon.  
 For Freight, apply to  
**NIFFON-YUSEN KAISHA,**  
 Agents.  
 Hongkong, 5th July, 1905. [1532]

**COMPAGNIE DES MESSAGERIES MARITIMES.**  
**FRENCH MAIL STEAMERS.**

**STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, INDIA, ADEN, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERANEEAN AND BLACK SEA PORTS.**

**THE Steamship.**  
**"OCEANIAN."**  
 Captain Court, will be despatched for MARSEILLES on TUESDAY, the 11th July, at 1 P.M.  
 Passage tickets and through Bills of Lading issued for above ports.  
 Cargo also booked for principal places in Europe.  
 Next sailings will be as follows:  
 S.S. "TOKIN" ... 25th July.  
 S.S. "TONKIN" ... 31st Aug.  
 S.S. "ARMAND BEUC" ... 22nd Aug.  
 G. DE CHAMPEAUX, Agent.  
 Hongkong, 28th June, 1905. [2]

**FOR NEW-YORK VIA PORTS AND SUEZ CANAL.**  
 (WITH LIBERTY TO CALL AT THE MALABAR COAST).  
**THE Steamship.**  
**"KENNEBEC"**  
 will be despatched on or about the 25th July.  
 For Freight & further information, apply to  
**STANDARD OIL COMPANY OF NEW YORK.**  
 Oriental Freight Department.  
 4, Des Vaux Road, Central.  
 Hongkong, 5th July, 1905. [1119]

**IMPERIAL GERMAN MAIL LINE.**  
**NORDDEUTSCHER LOYD, BREMEN.**

**JAPAN-CHINA-AUSTRALIA LINE VIA NEW GUINEA.**

**STEAM FOR FRIEDRICH-WILHELMSHAFEN, HERBERTSHOF, MATUPE, BRISBANE, SYDNEY AND MELBOURNE.**  
 On TUESDAY, the 25th July, at Noon, the Steamship "PRINZ WILHELM," Captain Woltemas, with Mail, Passengers and Cargo, will leave this port as above.  
 The Steamer has splendid accommodation and carries a Doctor and a Stewardess.  
 Luggage can be washed on board.  
**NORDDEUTSCHER LOYD,**  
 For Further Particulars, apply to  
**MELCHERS & CO.,**  
 Agents.  
 Hongkong, 3rd July, 1905. [1590]

## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked K, nearest Hongkong H, midway between Hongkong and Kowloon M, and those vessels berthed at the Kowloon Wharf K.W., together with the number denoting the section.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BRTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP VIA SINGAPORE, &c.	PALERMO	Brit. str.	—	E. G. Andrews	P. & O. S. N. Co.	About 7th inst.
LONDON & ANTWERP VIA MANILA, &c.	PALMA	Brit. str.	—	G. W. Cockman, R.N.R.	P. & O. S. N. Co.	About 12th inst.
LONDON, &c. VIA PORTS OF CALL.	SIMLA	Brit. str.	—	C. D. Goldsmith, R.N.R.	P. & O. S. N. Co.	On 15th inst., at Noon.
LONDON, AMSTERDAM & ANTWERP	GLAVIOUS	Brit. str.	1 m.	BUTTERFIELD & SWIRE	BUTTERFIELD & SWIRE	On 8th inst.
LONDON, AMSTERDAM & ANTWERP	HYSON	Brit. str.	1 m.	BUTTERFIELD & SWIRE	BUTTERFIELD & SWIRE	On 18th inst.
LONDON, AMSTERDAM & ANTWERP	AXON	Brit. str.	1 m.	BUTTERFIELD & SWIRE	BUTTERFIELD & SWIRE	On 1st Aug.
LONDON, AMSTERDAM & ANTWERP	IDOMENEUS	Brit. str.	1 m.	BUTTERFIELD & SWIRE	BUTTERFIELD & SWIRE	On 15th Aug.
LONDON, AMSTERDAM & ANTWERP	PALING	Brit. str.	1 m.	BUTTERFIELD & SWIRE	BUTTERFIELD & SWIRE	On 25th Aug.
MARSEILLES, LONDON & ANTWERP, &c.	MARICA	Brit. str.	—	Leclie	NIFFON YUSEN KAISHA	On 25th inst.
MARSEILLES, LONDON & ANTWERP, &c.	OCIANA	Brit. str.	—	Court	MESSAGERIES MARITIMES	On 25th inst.
MARSEILLES, LONDON & ANTWERP, &c.	SACHNE	Brit. str.	—	F. v. Lottin Peterson	MESSAGERIES MARITIMES	On 11th inst., at 1 P.M.
MARSEILLES, LONDON & ANTWERP, &c.	BRIGAVIA	Brit. str.	—	Russ	HAMBURG-AMERIKA LINE	On 14th inst.
MARSEILLES, LONDON & ANTWERP, &c.	SITHONIA	Brit. str.	—	Hildebrandt	HAMBURG-AMERIKA LINE	On 16th inst.
MARSEILLES, LONDON & ANTWERP, &c.	ACILLA	Brit. str.	—	Schulke	HAMBURG-AMERIKA LINE	On 26th inst.
MARSEILLES, LONDON & ANTWERP, &c.	ALESIA	Brit. str.	—	Sachs	HAMBURG-AMERIKA LINE	On 9th Aug.
MARSEILLES, LONDON & ANTWERP, &c.	SAMBIA	Brit. str.	—	Luning	HAMBURG-AMERIKA LINE	On 23rd Aug.
MARSEILLES, LONDON & ANTWERP, &c.	RHEANANIA	Brit. str.	—	Forek	HAMBURG-AMERIKA LINE	On 28th Sept.
MARSEILLES, LONDON & ANTWERP, &c.	TELEMACHUS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 24th inst.
MARSEILLES, LONDON & ANTWERP, &c.	SEVEN	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 24th inst.
MARSEILLES, LONDON & ANTWERP, &c.	AFRICAN PRINCE	Brit. str.	—	—	ARNHOLD, KARBURG & CO.	About 12th inst.
MARSEILLES, LONDON & ANTWERP, &c.	KENNEBEC	Brit. str.	—	—	STANDARD OIL CO.	About 20th inst.
MARSEILLES, LONDON & ANTWERP, &c.	VERONA	Brit. str.	—	—	CARLOWITZ & CO.	About 25th inst.
MARSEILLES, LONDON & ANTWERP, &c.	INDRAWADI	Brit. str.	—	—	SHEWAN, TOMES & CO.	On 31st inst.
MARSEILLES, LONDON & ANTWERP, &c.	ST. HUGO	Brit. str.	—	—	DODWELL & CO., LD.	About 4th Aug.
MARSEILLES, LONDON & ANTWERP, &c.	VANDALIA	Brit. str.	—	—	HAMBURG-AMERIKA LINE	Quick despatch.
MARSEILLES, LONDON & ANTWERP, &c.	EMPEROR OF JAPAN	Brit. str.	—	—	CANADIAN PACIFIC R. CO.	On 12th inst.
MARSEILLES, LONDON & ANTWERP, &c.	ATHENIAN	Brit. str.	—	—	CANADIAN PACIFIC R. CO.	On 9th Aug.
MARSEILLES, LONDON & ANTWERP, &c.	PHIADEN	Brit. str.	—	—	CANADIAN PACIFIC R. CO.	On 12th inst.
MARSEILLES, LONDON & ANTWERP, &c.	KEHEM	Brit. str.	—	—	CANADIAN PACIFIC R. CO.	On 12th inst.
MARSEILLES, LONDON & ANTWERP, &c.	NAMATA	Brit. str.	—	—	CANADIAN PACIFIC R. CO.	On 12th inst.
MARSEILLES, LONDON & ANTWERP, &c.	CHINGTU	Brit. str.	—	—	CANADIAN PACIFIC R. CO.	On 12th inst.
MARSEILLES, LONDON & ANTWERP, &c.	AUSTRALIAN	Brit. str.	—	—	CANADIAN PACIFIC R. CO.	On 12th inst.
MARSEILLES, LONDON & ANTWERP, &c.	PRINZ WILHELM	Brit. str.	—	—	CANADIAN PACIFIC R. CO.	On 12th inst.
MARSEILLES, LONDON & ANTWERP, &c.	PESHAWUR	Brit. str.	—	—	CANADIAN PACIFIC R. CO.	On 12th inst.
MARSEILLES, LONDON & ANTWERP, &c.	JAPAN	Brit. str.	—	—	CANADIAN PACIFIC R. CO.	On 12th inst.
MARSEILLES, LONDON & ANTWERP, &c.	DENSHIGISHI	Brit. str.	—	—	CANADIAN PACIFIC R. CO.	On 12th inst.
MARSEILLES, LONDON & ANTWERP, &c.	TAIWAN	Brit. str.	—	—	CANADIAN PACIFIC R. CO.	On 12th inst.
MARSEILLES, LONDON & ANTWERP, &c.	WOSANG	Brit. str.	—	—	CANADIAN PACIFIC R. CO.	On 12th inst.
MARSEILLES, LONDON & ANTWERP, &c.	AMARA	Brit. str.	—	—	CANADIAN PACIFIC R. CO.	On 12th inst.
MARSEILLES, LONDON & ANTWERP, &c.	CLARA JESSEN	Brit. str.	—	—	CANADIAN PACIFIC R. CO.	On 12th inst.
MARSEILLES, LONDON & ANTWERP, &c.	SHANGHAI	Brit. str.	—	—	CANADIAN PACIFIC R. CO.	On 12th inst.
MARSEILLES, LONDON & ANTWERP, &c.	KWONGSANG	Brit. str.	—	—	CANADIAN PACIFIC R. CO.	On 12th inst.
MARSEILLES, LONDON & ANTWERP, &c.	TOKIN	Brit. str.	—	—	CANADIAN PACIFIC R. CO.	On 12th inst.
MARSEILLES, LONDON & ANTWERP, &c.	COROMANDEL	Brit. str.	—	—	CANADIAN PACIFIC R. CO.	On 12th inst.
MARSEILLES, LONDON & ANTWERP, &c.	PROTEUS	Brit. str.	—	—	CANADIAN PACIFIC R. CO.	On 12th inst.
MARSEILLES, LONDON & ANTWERP, &c.	TRIUMPH	Brit. str.	—	—	CANADIAN PACIFIC R. CO.	On 12th inst.
MARSEILLES, LONDON & ANTWERP, &c.	PROMISE	Brit. str.	—	—	CANADIAN PACIFIC R. CO.	On 12th inst.
MARSEILLES, LONDON & ANTWERP, &c.	HAIMUN	Brit. str.	—	—	CANADIAN PACIFIC R. CO.	On 12th inst.
MARSEILLES, LONDON & ANTWERP, &c.	HATIAN	Brit. str.	—	—	CANADIAN PACIFIC R. CO.	On 12th inst.
MARSEILLES, LONDON & ANTWERP, &c.	YANZANG	Brit. str.	—	—	CANADIAN PACIFIC R. CO.	On 12th inst.
MARSEILLES, LONDON & ANTWERP, &c.	ZAIRO	Brit. str.	—	—	CANADIAN PACIFIC R. CO.	On 12th inst.
MARSEILLES, LONDON & ANTWERP, &c.	TEAN	Brit. str.	—	—	CANADIAN PACIFIC R. CO.	On 12th inst.
MARSEILLES, LONDON & ANTWERP, &c.	RUBI	Brit. str.	—	—	CANADIAN PACIFIC R. CO.	On 12th inst.
MARSEILLES, LONDON & ANTWERP, &c.	SUNGKANG	Brit. str.	—	—	CANADIAN PACIFIC R. CO.	On 12th inst.
MARSEILLES, LONDON & ANTWERP, &c.	KAIPOING	Brit. str.	—	—	CANADIAN PACIFIC R. CO.	On 12th inst.
MARSEILLES, LONDON & ANTWERP, &c.	ONSANG	Brit. str.	—	—	CANADIAN PACIFIC R. CO.	On 12th inst.
MARSEILLES, LONDON & ANTWERP, &c.	LIGHTNING	Brit. str.	—	—	CANADIAN PACIFIC R. CO.	On 12th inst.
MARSEILLES, LONDON & ANTWERP, &c.	ICSHA	Brit. str.	—	—	CANADIAN PACIFIC R. CO.	On 12th inst.
MARSEILLES, LONDON & ANTWERP, &c.	TYMAHI	Brit. str.	—	—	CANADIAN PACIFIC R. CO.	On 12th inst.

## OSAKA SHOSHEN KAISHA.

REGULAR STEAM-SHIP SERVICES BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

FOR	STEAMERS	LEAVING
TAMSUI VIA SWATOW AND AMOY	"PROTEUS"	SUNDAY, 9th July, at 8 A.M.
SHANGHAI VIA SWATOW AND AMOY	"CLARA JESSEN"	SUNDAY, 9th July, at 8 A.M.
ANPING VIA SWATOW AND AMOY	"PROMISE"	WEDNESDAY, 12th July, at 8 A.M.
TAMSUI VIA SWATOW AND AMOY	"TRIUMPH"	SUNDAY, 16th July, at 8 A.M.

\* Taking Cargo on through Bills of Lading to all Yangtze and Ner-hern China Ports.  
 On account of the present state of political affairs, all the Company's steamers have been requisitioned for transport service, and the above-named chartered steamers have been secured instead for maintenance of the Company's coastal services. As soon as the state of affairs permit, the Company will resume running with its specially designed new steamers.  
 For Freight, Passage, and further information, apply at the Company's local Office at No. 8, Des Vaux Road Central.  
 Hongkong, 6th July, 1905.  
 T. ARIMA, Manager. [14]

## PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
YOKOHAMA VIA SHANGHAI, MOJI AND KOBE	JAPAN	2 P.M., 7th July	Freight and Passage.
(Passing through the Inland Sea)	E. P. Martin, R.N.R.	July	
YOKOHAMA VIA SHANGHAI, MOJI AND KOBE	PESHAWUR	Daylight, 8th July	Freight only.
(Passing through the Inland Sea)	E. Spicer, R.N.R.	July	
LONDON and ANTWERP	PALERMO	About 7th July	Freight only.
VIA SINGAPORE, PENANG, COLOMBO, PORT SAID AND MARSEILLES	E. G. Andrews	July	
LONDON and ANTWERP	PALMA	About 12th July	Freight only.
VIA MANILA, SINGAPORE, PENANG, COLOMBO, PORT SAID, SUEZ & MARSEILLES	G. W. Cockman, R.N.R.	July	
SHANGHAI	COROMANDEL	About 12th July	Freight and Passage.
(Passing through the Inland Sea)	G. M. Montford, R.N.R.	July	
LONDON &c.	SIMLA	11th July	See Special Advertisement.
	C. D. Goldsmith, R.N.R.	July	

For further Particulars apply to  
 L. S. LEWIS, Acting Superintendent.  
 Hongkong, 3rd July, 1905. [1]

## NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO. CONNECTING AT TACOMA WITH NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA B.C. AND TACOMA VIA MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing Date
PLEIADES	3,763	F. G. Purington	Wednesday, July 13th
SHAWMUT	9,666	E. V. Roberts	Thursday, July 20th
TREMONT	9,666	T. W. Gurlick	Tuesday, August 8th

† Cargo only.  
 CHEAPFARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.  
 The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

**PARCEL EXPRESS TO THE UNITED STATES AND CANADA.**  
 For further information apply to  
**DODWELL & CO., LIMITED,**  
 GENERAL AGENTS.  
 QUEEN'S BUILDINGS, Hongkong, 26th June, 1905. [7]

## SOUTH AFRICAN LINE OF STEAMERS

HONGKONG DIRECT, VIA CHEFOO OR CHIN-WAN-TAO, TO DURBAN, NATAL. The following chartered steamers will run at intervals of about 3 weeks—

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
S.S. "LOTHIAN"	2,540	Captain J. C. Williamson	Manila	Sat., 8th July, Noon.
S.S. "INDRAVADI"	2,540	Captain S. Callington	Manila	Sat., 15th July, Noon.
S.S. "COURTFIELD"	2,540	Captain J. W. Martin	Manila	Sat., 15th July, Noon.
S.S. "GRANLEY"	2,540	Captain W. B. Steele	Manila	Sat., 15th July, Noon.
S.S. "KIDAL"	2,540	Captain M. Robertson	Manila	Sat., 15th July, Noon.
S.S. "ASCOT"	2,540	Captain C. E. Cox	Manila	Sat., 15th July, Noon.
S.S. "SIRI"	2,540	Captain J. Rowley	Manila	Sat., 15th July, Noon.
S.S. "INKULA"	2,540	Captain Dean	Manila	Sat., 15th July, Noon.
S.S. "KATHERINE PARK"	2,540	Captain Copp	Manila	Sat., 15th July, Noon.

For Freight, apply to  
**GIBB, LIVINGSTON & CO.,**  
 AGENTS.  
 Hongkong, 10th February, 1905. [19]

## HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light. Perfect Cuisine. SURGEON and STEWARDESSES carried. All the most up-to-date arrangements for comfort of Passengers.

## CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO	2,540	R. Rodger	Manila	Sat., 8th July, Noon.
RUBI	2,540	A. H. Notley	Manila	Sat., 15th July, Noon.

For Freight or Passage apply to  
**SHEWAN, TOMES & CO.,**  
 GENERAL MANAGERS.  
 Hongkong, 30th June, 1905. [115]

## HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY. FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST).  
 S.S. "INDRAWADI" ... On 31st July.  
 For freight and further information apply to  
**SHEWAN TOMES & CO.,**  
 GENERAL AGENTS.  
 Hongkong, 30th June, 1905. [1004]

## HAMBURG-AMERIKA LINE.

OSTASIATISCHER DIENST. Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRINITY, GENOA, PORTS in the LEVANT, BLACK SEA and Baltic Ports, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES
BRISGAVIA	HAVRE, ANTWERP & HAMBURG	On 14th July. Freight.
SITHONIA	(Calling at Singapore, Penang and Colombo)	On 14th July. Freight.
ACILLA	HAVRE, BREMEN and HAMBURG	On 18th July. Freight.
Capt. Hildebrandt	(Calling at Singapore, Penang and Colombo)	On 18th July. Freight.
ALESIA	HAVRE and HAMBURG	On 26th July. Freight.
Capt. Schulke	(Calling at Singapore, Penang and Colombo)	On 26th July. Freight.
SAMBIA	HAVRE and HAMBURG	On 9th Aug. Freight.
Capt. Sachs	(Calling at Singapore, Penang and Colombo)	On 9th Aug. Freight.
RHEANANIA	HAVRE and HAMBURG	On 23rd Aug. Freight.
Capt. Forek	(Calling at Singapore, Penang and Colombo)	On 23rd Aug. Freight.
VANDALIA	NEW YORK VIA SUEZ	About beginning of October. Freight.
Capt. Hezzo	(With liberty to call at the Malabar coast)	of October. Freight.

\* Special attention of intending Passengers is drawn to the splendid accommodation of this steamer. Saloon and cabins amidships. Lighted throughout by electricity. Duty qualified doctor and stewardesses are carried.  
 For Further Particulars, apply to  
**HAMBURG-AMERIKA LINE**  
 HONGKONG OFFICE, No. 1, QUEEN'S BUILDING.

## VESSELS ON THE BERTH

COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOTS-POSTES FRANCAIS.

**FOR SHANGHAI, KOBE AND YOKOHAMA.**  
 THE Company's Steamship  
**"TONKIN."**  
 Captain Charbonnel, will be despatched for the above ports on or about TUESDAY, 11th inst. For Freight or Passage, apply to  
**G. DE CHAMPEAUX,**  
 Agent.  
 Hongkong, 5th July, 1905. [3]

**FOR SYDNEY AND MELBOURNE.**  
 (Calling at Port Darwin and QUEENSLAND PORTS, and taking through cargo to Adelaide, New Zealand, TASMANIA, &c.)  
 THE Steamship  
**"AUSTRALIAN."**  
 Captain McArthur, will be despatched for the above ports on WEDNESDAY, the 12th July, at Noon.  
 This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, &c., throughout the



## OCEAN STEAMSHIP COMPANY, LD.

CHINA MUTUAL STEAM  
NAVIGATION CO., LD.

## JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA  
AND SUMATRA PORTS.EUROPEAN SERVICE.  
OUTWARDS.

FROM	STEAMERS	TO
GLASGOW and LIVERPOOL	"KEEMUN"	On 10th July.
GLASGOW and LIVERPOOL	"PATROCLUS"	On 14th July.
GLASGOW and LIVERPOOL	"PAKLING"	On 18th July.
GLASGOW and LIVERPOOL	"ACHILLES"	On 22nd July.
GLASGOW and LIVERPOOL	"ANTENOR"	On 26th July.
GLASGOW and LIVERPOOL	"MACHAON"	On 30th July.
GLASGOW and LIVERPOOL	"OIESTES"	On 3rd August.
GLASGOW and LIVERPOOL	"JULYSSA"	On 7th August.
GLASGOW and LIVERPOOL	"OUPACK"	On 11th August.

## HOMEWARDS.

FROM	STEAMERS	TO
LONDON, AMSTERDAM and ANTWERP	"GLAUCUS"	On 9th July.
LONDON, AMSTERDAM and ANTWERP	"HYSON"	On 13th July.
GENOA, MARSEILLES and LIVERPOOL	"TELEMACHUS"	On 20th July.
LONDON, AMSTERDAM and ANTWERP	"AJAX"	On 1st August.
LONDON, AMSTERDAM and ANTWERP	"IDOMENEUS"	On 15th August.
GENOA, MARSEILLES and LIVERPOOL	"STENTOR"	On 20th August.
LONDON, AMSTERDAM and ANTWERP	"PAKLING"	On 23rd August.

\* Taking Cargo for Liverpool at London Rates.

## TRANS-PACIFIC SERVICE.

Operating in conjunction with  
THE NORTHERN PACIFIC RAILROAD CO.AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND  
COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA.  
EASTWARD.

FROM	STEAMERS	TO
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA	"KEEMUN"	On 17th July.
	"MACHAON"	On 7th August.

## WESTWARD.

FROM	STEAMERS	TO
TACOMA, SEATTLE, VICTORIA, and all PACIFIC COAST	"TELEMACHUS"	On 15th July.

For Freight, apply to—

BUTTERFIELD & SWIRE,  
AGENTS. [9-10]

Hongkong, 30th June, 1905.

CHINA NAVIGATION CO.  
LIMITED.

FOR	STEAMERS	TO
SHANGHAI	"SHAOSHING"	On 10th July.
CEBU and ILOILO	"SUNGKIAN"	On 11th July.
MANILA	"TEAN"	On 11th July.

FOR	STEAMERS	TO
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COKTOWN, CAIRNS, TOWNS, VILLI, BRISBANE, SYDNEY and MELBOURNE	"CHINGTU"	On 13th July.

FOR	STEAMERS	TO
CEBU and ILOILO	"KAIFONG"	On 14th July.
KOBE	"TAIYUAN"	On 15th July.

\* The attention of Passengers is directed to the superior accommodation offered by these  
steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duty qualified  
Surgeon is carried.† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.  
‡ Taking Cargo and Passengers at through rates for all New Zealand Ports and other  
Australasian Ports.REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND  
AUSTRALIAN PORTS.For Freight or Passage, apply to—  
BUTTERFIELD & SWIRE,  
AGENTS. [11]

Hongkong, 8th July, 1905.

IMPERIAL GERMAN MAIL  
LINE.

## NORDDEUTSCHER LLOYD, BREMEN.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT  
SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG,  
PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO  
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON,  
AND SOUTH AMERICAN PORTS.STEAMERS WILL CALL AT GIBRALTAR and SOUTHAMPTON TO LAND PASSENGERS  
and LUGGAGE.N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES  
IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

STEAMERS	SAILING DATES.
SACHSEN	WEDNESDAY 19th July
SCHAKHORI	WEDNESDAY 22nd August
PRINZ HEINRICH	WEDNESDAY 16th August
PRINZ ETEL FRIEDRICH	WEDNESDAY 30th August
PREUSSEN	WEDNESDAY 13th September
RUON	WEDNESDAY 27th September
HAVERN	WEDNESDAY 11th October
GNEISSNAU	WEDNESDAY 25th October
PRINCESS ALICE	WEDNESDAY 8th November
SACHSEN	WEDNESDAY 22nd November
PRINZ REGENT LUITPOLD	WEDNESDAY 6th December
PRINZ HEINRICH	WEDNESDAY 20th December

ON WEDNESDAY, the 19th day of JULY, 1905, at Noon, the Steamship  
SACHSEN, Captain F. v. Lichten-Petersen, with MALES, PASSENGERS,  
SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.  
Shipping Orders will be granted till Noon, on MONDAY, the 17th July. Cargo and  
Specie will be received on Board until 5 P.M., on TUESDAY, the 18th July, and Parcels will  
be received at the Agency's Office until Noon, on TUESDAY, the 18th July.  
Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50,  
and Parcels should not exceed Two Feet Cubic in Measurement.The Steamer has splendid accommodation, and carries a Doctor and Stewardsess.  
Linen can be washed on board.

## NORDDEUTSCHER LLOYD.

For further Particulars, apply to  
MELCHERS & CO., AGENTS.

Hongkong, 7th July, 1905.

## PORTLAND &amp; ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG SHAI via INLAND  
SEA OF JAPAN, MOI, KOBE AND YOKOHAMA FOR  
OPERATING IN  
OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP	Tons	CAPTAIN	TO SAIL AT DAYLIGHT ON
"NUMANTIA"	4,370	Brehmer	July 18th, 1905
"ARABIA"	4,483	Metzenkahn	August 8th, 1905
"ARAGONIA"	5,198	Schuldt	August 28th, 1905

Through Bills of Lading issued to Pacific Coast Ports and a Eastern, Canadian, and  
United States Ports. For through rates of Freight and further information, communicate  
with or apply to

ALLAN CAMFRON, GENERAL AGENT.

Hongkong, 26th June, 1905.

INDO-CHINA STEAM NAVIGATION CO.  
LIMITED.

## PROJECTED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO
SHANGHAI via SWATOW	"AMARA"	Friday, 7th July, 3 P.M.
MANILA	"YUENSANG"	Friday, 7th July, 4 P.M.
SINGAPORE, SOERABAYA and SAMARANG	"ONSANG"	Saturday, 8th July, 3 P.M.
SHANGHAI	"KWONGSANG"	Tuesday, 11th July, 3 P.M.
TIENSIN	"WOSANG"	Monday, 17th July, 3 P.M.

These steamers have superior accommodation for First-Class Passengers and are fitted  
throughout with Electric Light.  
† Taking Cargo on Through Bills of Lading to Chiofo, Tientsin and Yangtze Ports.  
For Freight or Passage, apply to  
HONGKONG, 7th July, 1905.JARDINE, MATHESON & CO.,  
GENERAL MANAGERS. [18]CANADIAN PACIFIC RAILWAY CO.'S  
ROYAL MAIL STEAMSHIP LINE.THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANAD  
AND THE UNITED STATES.CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND  
VICTORIA, B.C.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

R.M.S.	PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)
"EMPEROR OF JAPAN"	6,000 Tons Com. H. Pryas, R.N.R. WEDNESDAY, 12th July.
"EMPEROR OF CHINA"	6,000 Tons Com. R. Archibald, R.N.R. WEDNESDAY, 2nd Aug.
"ATHENIAN"	3,882 Tons Com. S. Robinson, R.N.R. WEDNESDAY, 9th Aug.
"EMPEROR OF INDIA"	6,000 Tons Com. E. Beetham, R.N.R. WEDNESDAY, 23rd Aug.
"TARTAR"	4,425 Tons Com. W. Linton, R.N.R. WEDNESDAY, 13th Sept.

The magnificent TWIN-SCREW "EMPEROR" STEAMSHIP passing through the  
famous INLAND SEA OF JAPAN, usually make the voyage YOKOHAMA to  
VANCOUVER (B.C.) in 12 DAYS and make connection with the PACIFIC OVERLAND  
TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" passengers only at  
Intermediate rates, affording superior accommodation for that class.Passengers Booked through to all principal points and AROUND THE WORLD.  
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval  
Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese  
and Japanese Governments.For further information, Maps, Guides, Handbooks, Rates of Passage and Freight, apply to  
D. E. BROWN, General Agent,  
9, Prater Street.

[6]

JAVA-CHINA-JAPAN LIJN,  
REGULAR FOUR-WEEKLY SERVICE BETWEEN  
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
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TIJMAHI	JAPAN	First half of July	JAVA PORTS	First half of July
TIJLATJAP	JAVA	First half of July	JAPAN via SHANGHAI	Second half of July
TIJIPANAS	JAPAN	Second half of July	JAVA PORTS	Second half of July
BOGOR	JAVA	Second half of July	JAPAN via SHANGHAI	First half of August

The Steamers are all fitted throughout with Electric Light and have accommodation for a  
limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports no  
rough Bills of Lading.For Particulars of Freight and Passage, apply to the  
HEAD AGENCY OF THE  
JAVA-CHINA-JAPAN LIJN.Alexandra Buildings, 3rd Floor.  
Hongkong, 7th July, 1905.

Telephone No. 373. [16]

[16]

## VESSELS ON THE BERTH

NAVIGAZIONE GENERALE  
ITALIANA.  
(Florio and Rubattino United Companies.)STEAM FOR BOMBAY VIA SINGA-  
PORE AND PENANG.Having connection with Company's Mail Steamers  
to ADEN, SUEZ, PORT SAID,  
MESSINA, NAPLES, LIGORIO and GENOA,  
also VENICE and TRIESTE, all MEDITERRAN-  
NEAN, ALEXANDRIA, LEVANTINE and  
SOUTH AMERICAN PORTS up to CALAIO.(Taking Cargo at through rates to PERSIAN  
GULF and BAGDAD, also BARCELONA,  
VALENZA, ALICANTE, ALMERIA and  
MALAGA.)THE Steamship  
"ISCHIA,"  
Captain Cogoli will be despatched as above  
on TUESDAY, the 11th inst., at Noon.  
As Bombay the Steamer is discharging in  
Victoria Dock.For further particulars regarding Freight  
and Passage, apply to  
CARLOWITZ & CO.,  
Agents.

Hongkong, 3rd July, 1905. [14]

## NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS  
in CHINA and JAPAN for the above Line  
are prepared to issue THROUGH BILLS OF  
LADING for all the principal ports in  
SOUTH AFRICA, in connection with INDO-  
CHINA STEAM NAVIGATION CO.'s fortnightly  
service hence to CALCUTTA. Sailing from  
CALCUTTA for CAPS Ports every fortnight  
For Freight and further particulars  
apply toDODWELL & CO., LIMITED.  
General Agents for China and Japan.  
Hongkong, 4th August, 1899.

## SHIPPING IN PORT.

STEAMERS.

ADATO, British str., 2,145, Robt. Stewart, 4th  
July—Moi 27th June, Coal—Order.ALDESSOR, British str., 1,314, Adam, 24th  
July—Chinkiang 20th June, General—  
Dodwell & Co.ALSTIA, German str., 5,167, F. Sachs, 30th  
June—Hamburg and Singapore 24th June,  
General—Hamburg-Amerika Linie.AMARA, British str., 1,566, C. J. Matcock, 24th  
June—Chinkiang 20th June, General—  
Jardine, Matheson & Co.CARL DIEDERICHSEN, German str., 774, H.  
Schlacker, 27th June—Haiphong 25th  
June, General—Jensen & Co.DEPAAR, Norwegian str., 1,102, Jens Bing,  
24th June—Hamburg 1st May, General—  
Agnard, Thoresen & Co.EDENMORT CARTERS, British str., 1,834, J.  
Moodie, 30th June—Calcutta 11th June,  
Coal—Bradley & Co.EMPEROR OF JAPAN, British schooner, 3,039, H.  
Pryas, R.N.R., 4th July—Vancouver 12th  
June and Shanghai 1st July, Mails Flour  
and General—C. P. R. Co.ERNA, German str., 1,890, M. Tarpelin, 2nd  
June—Singapore 16th June, Ballast—  
Jensen & Co.GLADSTARY, British str., 1,321, C. Crans, 12th  
June—Moi 6th June, Coal—Dodwell  
& Co.KASHING, British str., 1,142, T. W. Pickard,  
2nd July—Calcutta 27th June, General—  
Butterfield & Swire.KHALIP, British str., 2,201, J. H. Middleton,  
29th June—Barry Dock 2nd May, Coal—  
Dodwell & Co.KORSHICANG, German str., 1,282, D. Gosewisch,  
1st July—Bangkok 22nd June, Rice—  
Butterfield & Swire.KWONGSANG, British str., 1,427, W. P. Baker,  
1st July—Swatow 30th June, Mails and  
General—Jardine, Matheson & Co.LIGHTNING, British str., 2,122, J. G. Spence,  
3rd July—Calcutta 1st June, General—  
David Sassoon & Co.LOUISSE ROSE, British str., 2,296, J. J. Thomp-  
son, 28th June—Newcastle (N.S.W.) 8th  
May, Coal—Order.LYDIA, German str., 1,771, Girstenbrun, 4th  
July—Wuhu and Chinkiang 28th June,  
General—Siemssen & Co.MADEIRINE, British str., 1,438,  
Simonsen, 1st July—Bangkok 21st June,  
Rice—Butterfield & Swire.NICOMEDIA, German str., 2,207, A. Wagner,  
5th July—Portland 20th May, General—  
P. & A. S. Co.NORFOLK, Norwegian str., 2,428, Stalts, 23rd  
June—Kelang (Formosa) 21st June,  
General—Shewan, Thomas & Co.ONAPA, British str., 5,876, Thomas Bartlett,  
4th July—Shanghai 1st July, General—  
Butterfield & Swire.ONGANG, British str., 1,757, J. T. Davies, 23rd  
June—Pekalongan 20th June, Sugar—  
Jardine, Matheson & Co.PESMAWUR, British str., 4,885, E. Spicer,  
E.N.R., 4th July—London 29th May and  
Singapore 29th June, General—P. & O.  
S. N. Co.PROMISE, Norw. str., 714, E. Torstensen, 1st  
July—Tientsin via Amoy and Swatow 29th  
June, General—Osaka Shosen Kaisha.SHANTUNG, British str., 1,400, Robinson, 4th  
July—Java 27th June, Sugar—Butterfield  
& Swire.SHAOHING, British str., 1,307, F. D. North-  
combe, 6th July—Shanghai 30th June,  
General and Rice—Butterfield & Swire.SPENZA, German str., 4,148, T. Ehler, 5th July,  
Hamburg and Singapore 29th June, Gene-  
ral—Hamburg-Amerika Linie.STENTOR, British str., 4,508, B. Lewis, 5th  
July—Liverpool and Singapore 30th June,  
General—Butterfield & Swire.TANJUNG, British str., 1,450, L. Dawson, 29th  
June—Australia and Manila 24th June,  
General—Butterfield & Swire.TELEMACHUS, British str., 1,300, J. Williamson,  
5th July—Saigon 1st July, General—  
Chinsee.YUENSAU, British str., 1,123, P. H. Rolfe, 4th  
July—Manila 1st July, General—Jardine,  
Matheson & Co.YUSUN Chinese str., 1,070, J. Pratt, 4th July—  
Swatow 3rd July, General—Chinsee.ZAPISO, British str., 1,618, R. Rodger, 3rd  
July—Manila 1st July, General—Shewan,  
Thomas & Co.

SAILING SHIPS.

CITY OF BIRMINGHAM, British schooner, 90,  
J. Watson, 14th May—Shanghai 20th Mar-  
ch—Order.TIANVANG, British ship, 1,900, Chamberlin,  
8th June—towed from Harlem Bay by tug  
Robert Cooke.HIS BRITANNIC MAJESTY'S SHIPS  
IN THE CHINA SQUADRON.ALACRITY, despatch-boat, 1,700 tons, 10 guns,  
3,000 h.p., Com. R. M. Harbord, Wei-hai-wei.Andromeda, cruiser, 12,500 tons, 16 guns, 13,500  
h.p., Capt. Nelson, Ommancey, Wei-hai-wei.Arcton, torpedo boat destroyer, 550 tons, 6 guns,  
7,000 h.p., Lieut. Comdr. R. Henniker  
Heater, Wei-hai-wei.Astraea, 2nd class cruiser, 4,360 tons, 10 guns,  
7,000 h.p., Captain Lionel G. Tinnell,  
Shanghai.Barnard, 2nd class cruiser, 4,300 tons, 10  
guns, 7,000 h.p., Capt. H. H. Torlesse,  
Wei-hai-wei.Cadmus, British ship, 1,070 tons, Capt. H. du  
Cane Luard, Wei-hai-wei.Chio, British ship, 1,070 tons, Captain H. D.  
Wilkins, D.S.C., Yangtze.Dec, torpedo boat destroyer, 550 tons, Lieut.  
Comdr. H. E. Sullivan, R.N., Hongkong.Diadem, 1st class cruiser, 11,000 tons, 16 guns,  
18,000 h.p., Capt. H. W. Savory, Hongkong.Ere, torpedo boat destroyer, 550 tons, Lieut.  
Comdr. R. H. Bather, Wei-hai-wei.Etrich, torpedo boat destroyer, 550 tons, Lieut.  
Comdr. Irwin, Hongkong.Exe, torpedo boat destroyer, 550 tons, Lieut.  
Comdr. A. F. Everett, Wei-hai-wei.Fame, torpedo boat destroyer, 360 tons, 6 guns,  
5,700 h.p., Lieut. Comdr. Stevenson,  
Wei-hai-wei.Glory, battleship, 12,950 tons, 16 guns, 13,500  
h.p., Capt. Hon. W. G. Stopford, Wei-hai-wei.Handy, torpedo boat destroyer, 280 tons, 6 guns,  
4,000 h.p., Lieut. Comdr. May, Wei-hai-wei.Hart, torpedo boat destroyer, 290 tons, 6 guns,  
4,000 h.p., Lieut. Comdr. Richards, Hong-  
kong.Hecla, special torpedo vessel, 6,400 tons, 2400  
h.p., Capt. E. F. R. Charlton, Wei-hai-wei.Hogue, cruiser, 12,000 tons, 14 guns, 21,000 h.p.,  
Captain Shortland, Wei-hai-wei.Iphigenia, 2nd class cruiser, 3,000 tons, 8 guns,  
7,000 h.p., Capt. Pavetner, Singapore.Ithen, torpedo boat destroyer, 550 tons, Lieut.  
Comdr. C. Symour, R.N., Wei-hai-wei.Janus, torpedo boat destroyer, 280 tons, 6 guns,  
3,900 h.p., Lieut. Comdr. Darwall, Hongkong.Kiausha, river gunboat, 331 tons, Lieut. Comdr.  
E. V. F. R. Dugmore, on Yangtze.Moonshine, river gunboat, 180 tons, 2 guns,  
2,100 h.p., Lieut. Comdr. Vaughan, West River.Otter, torpedo boat destroyer, 350 tons, 6 guns,  
3,900 h.p., Lieut. Comdr. Kiddie, Hongkong.Rambler, surveying ship, 583 tons, Comdr.  
Chas. E. Moore, Borneo.Robin, river gunboat, 85 tons, 2 guns, 240  
h.p., Lieut. Comdr. Vaughan, West River.Sanderling, river gunboat, 85 tons, 2 guns, 240  
h.p., Lieut. Comdr. H. T. Atlay, West River.Sirius, 2nd class cruiser, 3,600 tons, 6 guns, 6,300  
h.p., Capt. C. H. H. Moore, Wei-hai-wei.Snipe, river gunboat, 85 tons, 2 guns, 240 h.p.,  
Lieut. Comdr. Ernest W. G. Davidson, on  
Yangtze.Sulphur, 1st class cruiser, 13,000 tons, 14 guns,  
21,000 h.p., Captain Wm. L. Grant,  
Hongkong.Tamar, receiving ship, 4,600 tons, 6 guns,  
Commodore C. G. Dicken, at Hongkong.Teal, river gunboat, 180 tons, 2 guns, Lieut.  
Comdr. Beeton, on Yangtze.Vizag, torpedo boat destroyer, 360 tons, 6 guns,  
6,300 h.p., Lieut. Comdr. J. A. Gregory,  
Wei-hai-wei.Waterwitch, surveying ship, 620 tons, 450 h.p.,  
Comdr. A. W. Glennie, surveying.Whiting, torpedo boat destroyer, 350 tons, 6  
guns, 5,900 h.p., Lieut. Comdr. C. E



